



Small chance to relax for the Gulf ships



DOUBLE ACT

As HMS Fearless (right) held her Families Day off Spithead she met up with her sister HMS Intrepid — a rare chance for the two "old ladies" to be seen together at sea.

The two assault ships — Fearless is fresh out of refit and newly re-commissioned — are now

among the longest-serving units of the Fleet. Fearless spent two years at Devonport Dockyard after being decommissioned for three. The work package was the biggest the dockyard has handled since the completion of the carrier HMS Invincible. She will spend the next few months on trials and work-up. See page 8.

Picture: LA(Phot) Dave Coombs.

RESTIVE SEASON

THE CALL OF DUTY took several thousand men and women of the Naval Service far from home for Christmas and New Year as, marking the festive season, they stayed sharply alert in their destroyers and frigates, minehunters and support ships.

Shortly before Christmas the minehunters HM ships Ledbury and Dulverton were piped away from Rosyth as they headed for Middle East duty, where a recent arrival had been the 28,000-ton RFA Argus, transformed into a floating medical centre with 100 beds, 20 doctors and about 40 nurses.

Far from home

While most of the ships away from home for Christmas and the New Year were out East in the Gulf area there were others on duty in other parts of the globe, too.

Down South, HMS Cumberland and HMS Leeds Castle maintained the Southland presence, with RFA Grey Rover in support, and HMS Endurance, as usual, was spending the English winter in the Antarctic summer.

In warmer climes, but still far away, HMS Active did her turn as West Indies guardship, accompanied by RFA Brambleleaf.

Meanwhile, the next batch of Type 22 and 42 frigates and destroyers to become Armilla ships was due to sail from the UK in the New Year.

Day-to-day work of Armilla ships as Christmas neared included dealing with mock attacks from RAF planes, highly realistic damage control exercises, practice missile firings, identity checks on many vessels and the boarding of some.

Activities of the MCM vessels involved exercises with the US, Belgian and Australian Navies.

Said Cdr. Peter Jones, commanding officer of HMS Herald, "mother" ship of the minehunters, "We have had a busy few months and although we cannot relax totally as we remain ready for any eventuality, we do intend to make the best of the festive season despite being away from our loved ones."

The UK Naval Forces in the Gulf over the Christmas and

■ Turn to Back Page

Hot spot

HELPING keep Gulf ships running efficiently is all part of the task of Royal Navy engineering teams based in the forward repair ship RFA Diligence.

Here CPOMEA(M) Ian Arundel has just finished a spot of welding on to the side of the Diligence herself. — More Gulf pictures in page 9.



Upholder at home

HMS Upholder, seen coming into her base at Gosport for the first time last month, was accepted into the Royal Navy at sea while cruising off Plymouth.

On her way down from Barrow-in-Furness to join the 1st Submarine Squadron at HMS Dolphin, the first of the new class of diesel-electric boats also paid a call at Dartmouth.

Her sisters Unseen, Urula and Unicorn are all being built at VSEL's Cammell Laird yard at Birkenhead.

Picture: PO(Phot) Tel Harding.

APPEAL GOES DUTCH

A ROUTINE visit to Amsterdam provided an opportunity for members of the ship's company from HMS Ariadne to take part in a sponsored cycle in aid of Children In Need.

LSTD Edwards, LWEM Dyer, LMA Hubbard, LWEM Steel and WEM Taylor pedalled 45 miles around the city stopping off at the Rembrandt and Van Gogh museums, Ajax football stadium and the famous Kanal Street.

Thanks to sponsorship from the ship's company over £345 was raised.

Down in Portland HMS Osprey organised a series of events for the appeal which raised £3,000.

Derek Jameson, of Radio 2, auctioned a flight in a Lynx helicopter while Cornish Breweries sponsored a 24-hour squash marathon at the Boscowen Sports Centre.

Other events included a sponsored shoe shine by 829 naval air squadron, car washing by the Supply and Secretariat department and security section and an "any rig" day throughout the establishment.

Leaders of the pack



THERE were a few raised eyebrows when Pudsey Bear rode off with a gang of leather-clad bikers — but it was all in a good cause for Pudsey had joined up with the Royal Navy Motorcycle Club to raise over £6,000 for the Children in Need Appeal.

Sponsored by Honda UK, who provided six Pan European ST1100s, and BP, who supplied the fuel, the 21-strong team set off from their base at HMS Sultan, Gosport, to visit most of the naval establishments in the UK, collecting for the appeal en route.

On the first day of their 1,600-mile journey £500 was collected from HMS Daedalus, Dolphin and Nelson and following an early start the next morning the team set off for the long ride to Faslane where the Clyde submarine base handed over a cheque for £400.

The money was raised by the Senior Rates' Mess, the Drum-fork Club, the Naval Provost Office and other areas on the base.

After visits to HMS Cochrane and Gannet the team began their journey south visiting HMS Inskip and Royal Arthur.

Calls to RN air station Culdrose and HMS Raleigh raised £600 and £200 respectively and it was then on to RMB Stonehouse, HMS Drake, RMCTC Lymington and RM Poole.

On completion of their countrywide tour Chief of Staff to CINCPACVHOM Rear-Admiral James Carine sportingly agreed to ride pillion to BBC South's centre at Basingstoke where he presented the club's cheque for £6,000 to Children in Need host Sally Taylor.

Organisers behind the event were CPO Pete Cushing, club chairman, CPO Dave Moore, Lieut. Rich Medlock, treasurer, and Lieut. Sean Winkle, PRO.

Pictured before leaving HMS Sultan are, from left, CPO Dave Moore, Cdr. Alan Welton, Eric Shaw, CPO Mark Stidever, Lieut.-Cdr. Cliff Williams and CPO Pete Cushing.

Dryad on song



MUSICAL mariners from HMS Dryad tuned into this year's Children in Need Appeal when they staged a 24-hour musical marathon.

The talented performers played "all through the night" under the direction of Colour Sgt. Adrian Mutter and singers and instrumentalists from Dryad's volunteer band struck a harmonious chord with families, friends and workmates persuading them to part with £1,500.

Haslar's £2,000 bonus

CHILDREN in Need benefited by £2,000 thanks to the hard work of the Junior Rates' mess at RNH Haslar.

Among the events organised were a 24-hour disco, a raffle of a Pudsey Bear cake and the popular "Docs in the Stocks".

Meanwhile at HMS Dolphin, in Gosport, guards on the main gate "persuaded" staff and visitors passing through to empty their pockets into collecting bins and raised £233.

A further £227 was raised by the WOs' and CPOs' mess who held a disco in aid of the appeal.

Taking the plunge at HMS Mercury were section heads and course instructors who were nominated by their classes and sections to take a ducking in Mercury's swimming pool.

A minimum of £10 was charged for the privilege and captain of HMS Mercury, Capt. Anthony Morrow, was sponsored to the tune of £225, contributing to the grand total of £838.92.

Helping Hands

TEAM TAKES THE BISCUIT



A BUNCH of tough cookies from RAF Shawbury proved they were dab hands in the kitchen when they took part in a "biscuit bake-in" in aid of Children in Need.

Lieut.-Cdr. Baz Winwood and CPOs Roger Talbot and Roy Stevens, instructors at the Central Air Traffic Control School, near Shrewsbury, took on local RAF and Army teams who were

aiming to bake as many Pudsey Bear biscuits in 30 minutes.

The competition, sponsored by BBC Radio Shropshire and British Gas, failed to reveal an eventual winner but thanks to the lads' culinary skills over £2,000 was raised for the appeal.

Pictured, above, ready to tuck into their Pudsey biscuits are, from left, CPO Roy Stevens, Lieut.-Cdr. Baz Winwood and CPO Roger Talbot.

Navy lads roped into action

THREE RN daredevils braved fierce winds and driving rain when they dangled 500ft from the Humber Bridge to raise money for Children in Need.

Proving they were indeed a match for the strong contingent of Royal Marines who also took part in the sponsored abseil were Lieut. Phil Armstrong, of the RN and RM Careers Office, Hull, his son Sub-Lieut. Paul Armstrong, of RNEC Manadon, and CPO Jerry Rimmer, also of the careers office.

The idea originated from a local Humberside businessman, Mr Alan Darvill (ex-RM), and after considerable planning and a couple of training sessions at a local fire station the men successfully completed the abseil.

Weather conditions being less than ideal Lieut. Armstrong was disappointed to miss the chance to start the descent from a Sea King helicopter from 722 Squadron.

However, he descended 400ft from the tower top to the road then a further 150ft from the road to the river below before being scooped up and brought ashore by rigid raiders from RMR Tyne.

Thanks to generous sponsorship over £20,000 has been raised for the appeal.



Naafi's night out

WHEN Naafi club manager Frankie Crighton, of RAF Northolt, organised a dance in aid of Children in Need she called upon the Band of the Royal Marines to provide some of the music.

More than 500 personnel danced the night away in one of RAF Northolt's hangars and with displays by the Queen's Colour Squadron, music from 60s soul band Clem Curtis and the Foundations followed by a raffle drawn by actress Sophie Lawrence — better known as Diane from Eastenders — over £6,000 was raised for the appeal.

Danae's duty done

HMS Danae returned to Devonport just in time for Christmas after more than five months away on Southlant deployment.

Whilst on station, during her visits to most of the larger settlements in the Falklands and in South Georgia, the ship's company enjoyed warm hospitality from the Islanders.

But these were moments of drama too — including assistance given to two ships, RFA Gold Rover and MV Asifi, in difficulties in the winter gales.

A Royal occasion was the visit to the ship by the Duke of Kent.

Inter-Service activity also figured prominently, with over 100 members of the Army and RAF getting in seetime in the Danae, and a similar number of the ship's company having brief periods ashore.

On her way down to the South Atlantic HMS Danae visited Gibraltar, Funchal, Madeira, Dakar in Senegal, and Ascension Island. Her return passage took her to Maceio in Brazil and Antigua in the West Indies.

● Taking HMS Danae's place on the Falklands station is the Type 22 frigate HMS Cumberland.

Fast action 'probably a life-saver'

When dangerous fumes from an arcing mains electricity cable on the jetty at Gibraltar were being blown into the submarine HMS Tireless, LS Robert Bartlett immediately took charge and revived one member of the crew who had collapsed and stopped breathing.

As a result of his actions, LS Bartlett was awarded the Commander-in-Chief's Commendation, presented to him at a cere-

mony on completion of the boat's work-up.

Recording LS Bartlett's outstanding professionalism in extremely difficult conditions, the Commendation concluded that his action might well have saved the injured crew-member's life.

Museums face closure threat

THE Royal Navy's four museums face a serious situation, having had their budgets for 1990-91 cut by 12 per cent in real terms, says former Second Sea Lord Admiral Sir David Williams.

The four museums, funded by the Ministry of Defence are the Royal Naval

Museum, Portsmouth; Royal Marines Museum, Southsea; Royal Navy Submarine Museum, Gosport; and the Fleet Air Arm Museum, Yeovilton.

A report of a working party review led by Admiral Williams, draws attention to the plight of the naval museums.

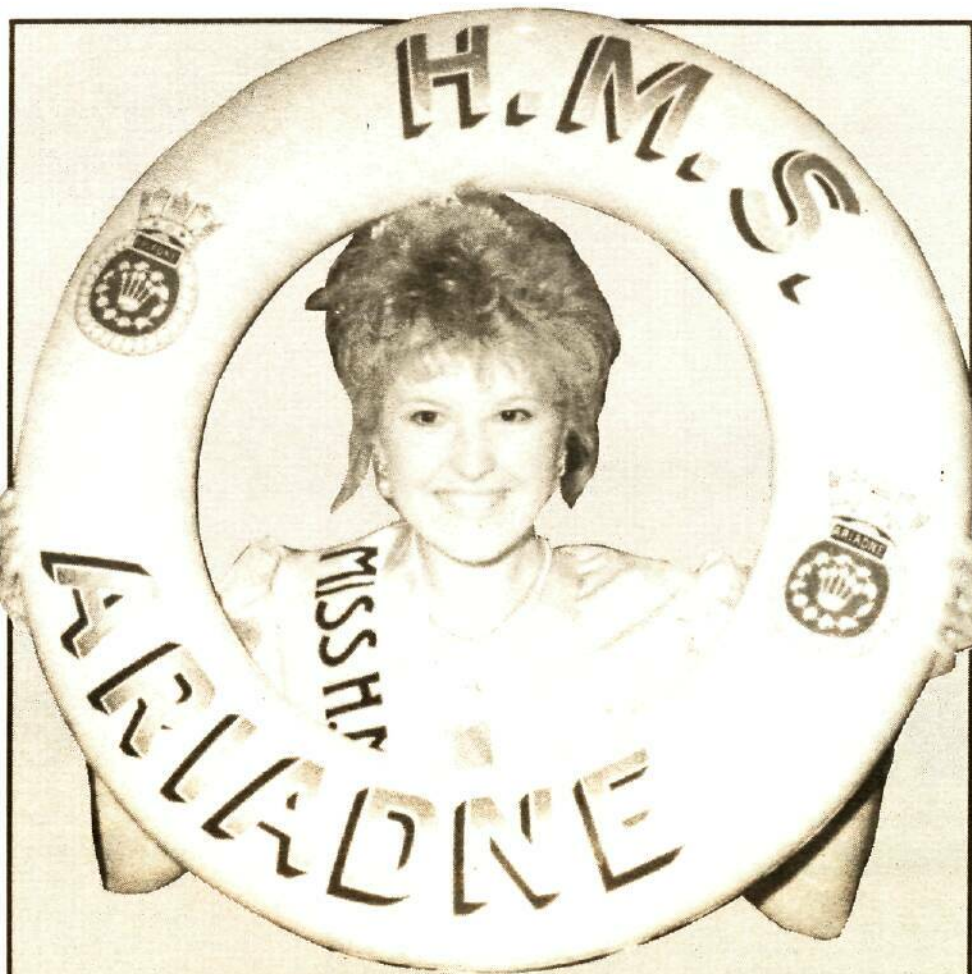
Admiral Williams said they were given to understand that the cuts were necessary and irrevocable — at least for the current year. Already the grants-in-aid of these museums were low, covering only part of their staff and operating costs.

"Together amounting — before the cuts — to some £1.3 million, they invite comparison with the grants-in-aid to the Royal Air Force Museum (£1.8m) and the National Army Museum (£2.6m), neither of which, as far as we know, is to be cut."

The report says museums are "a species of seed corn; as much a surety for the future as a commemoration of the past; a long-term investment, not a marginal asset to be trimmed when money is short."

It adds: "With cuts of this nature, the situation at the four Navy museums is serious. We hope the MoD will be able to restore them very soon."

The report concludes that some Armed Services museums could face closure unless the MoD rationalises its policy towards the 100 museums it funds.



HARPER'S QUEEN

Scunthorpe beauty Melanie Harper would decorate any window — so long as it's one of British Home Stores'.

But the 20-year-old window dresser was happy to brighten up HMS Ariadne when the Leander Class frigate paid a call on her adopted town and the ship's company made

her queen of their hearts.

The new Miss Ariadne was whirled into a flurry of social engagements and enjoyed a tour of the ship — a privilege granted to no less than three Mayors when the civic heads of Scunthorpe, Gillingham and Rochester were embarked for her voyage up from Chatham.

Pies for Park Lane

THERE was an overwhelming response when the Second Sea Lord (Admiral Sir Brian Brown) put out a request for cakes and pies from ships and establishments nationwide.

It was the Royal Navy's turn to preside over the annual Park Lane Christmas Fair, held at the Park Lane Hotel in London's West End.

Sponsored by the three Services in turn, the fair is a major fundraising day for the Forces Help Society and Lord Roberts Workshops. Both charities aim to help ex-servicemen and women injured on active service. This time the project was to raise money for a special medical care wing at a Residential Home in Knaphill, Surrey.

The fair was opened by actor Tony Britton and visited by Princess Michael of Kent.

Boxer's back in the ring

Cdr. Tim Laurence, CO of HMS Boxer, reads the rededication warrant to mark the end of the Type 22 frigate's refit at Devonport.

He had earlier taken her to Crete for her first foreign run ashore since she came out of the yard in September and laid a wreath at the Suda Bay War Cemetery where over 2,000 British and Commonwealth servicemen are remembered.

Accompanying him at the ceremony was Sub-Lieut. Peter Lee, whose father had served in the Battle of Crete with the Northumberland Hussars. Taken prisoner, he escaped only to be recaptured while making his way through France.



IN BRIEF

Climbing every mountain

MISSING OUT on the New Year celebrations were team members of the Joint Services Expedition who flew out to Smith Island, in the South Atlantic, under the leadership of WO John Kimbrey RM.

The ten-man team aims to explore and climb all the mountains of Smith Island which lies to the west of the Antarctic peninsula, 750 miles south of the Falklands.

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A JOINT services cadet day was held at Royal Naval Air Station Culdrose for 90 cadets drawn from Cornish units.

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ADMIRAL of the Fleet Sir William Staveley attended a wreath-laying ceremony at the Cenotaph, Whitehall, to commemorate the Battle of the Falkland Islands which took place in December, 1914.

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THE former RN frigate HMS Achilles, now sold to Chile, left Plymouth on board the ship carrier Super Servant 4.

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THE submarine Affray Disaster Relief Fund authorised an overall increase of 7% on allowances with a special Christmas grant of £40 to each beneficiary.

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WHILE on a visit to the Portsmouth Naval Base, Under Secretary of State for the Armed Forces the Earl of Arran toured the Heritage Area and visited the Navy's Reserve and Auxiliary Forces and their youth training organisation.

□ □ □

A group of peers toured the Gosport Submarine Base HMS Dolphin, inspecting training facilities, the escape training tank and the submarine HMS Otter.

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Students from Cornwall College on a Services Starter Course at RNAS Culdrose, gained some flying experience with a ride in a Sea King helicopter of 706 Squadron. The course is specifically designed for young men and women considering a career in the Services.

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A petition with 18,000 signatures has been handed in to Plymouth's Lord Mayor, requesting that the City take another look at proposals for HMS Plymouth to be returned to the West Country "where she belongs". The frigate, which saw service in the Falklands, paid off in 1988 and is currently berthed on the River Clyde.

Never too many cooks for us!

Too many cooks? — Not a problem when it comes to Drafty looking for people with the right skills to fill billets on the Staffs of Flag and Senior Officers.

Retinues do demand that little bit extra from their Cooks and Stewards but it is an environment which offers tremendous scope for professional skills and knowledge and the rewards of job satisfaction, personal achievement and a change of routine are there for the asking.

Additional specialist training is not required — and all that is needed is a good measure of professional ability, sensibly applied with enthusiasm, presence and style; and the confidence and trust to work on your own.

There are Retinues ashore in UK in all the main port areas and at Portland, Yeovilton, Northwood, in Central London and at the Prime Minister's Residence at Chequers. At sea, there are the three Flag Officers Flotilla staffs and the Royal Yacht. Abroad, you can take a choice from Gibraltar, Italy,

Belgium, Bermuda and the USA.

Certain posts do involve selection arrangements and in such cases Service Documents are called for. But it is a Divisional Officer's recommendation on the Drafting Preference Card of a C240 which holds the initial key — this is Drafty's only clue to those who are likely to meet the grade or even

those who are keen to be considered.

DOs are asked to keep a critical eye open for likely candidates at all levels but if you think you have the makings and are looking for a fresh challenge, why not start the ball rolling yourself? Talk to your DO, convince him you have got what it takes and put in a new DPC or C240.



"It's too many ruddy admirals — not cooks!"

Stewards put in the sea time

Focussing in on the Stewards, Junior Rates will be specially aware of the restrictions which Drafty has had to face in matching the Sea Bill.

Many have helped by requesting to extend their sea time — and Drafty is most grateful and hopes that volunteers will keep up the good work and continue to press their claims for running on.

Once again, a C240, rendered in good time, will assist Drafty in slotting everyone to best mutual advantage.

The backyard or mines. Which would you rather sweep this weekend?

Washing the car, weeding the patio, watching the repeats on TV. It's enough to make grown men run away to sea.

Join the Royal Naval Reserve and we can promise you the excitement you've been missing out on.

The modern RNR is expanding to augment the Royal Navy. It provides unique spare-time opportunities for young men and women to broaden their horizons, ashore and afloat, and to learn a variety of new skills.

Some may train to man, or even command Fleet Minesweepers or Patrol Craft, or to maintain mechanical and electrical shipboard systems. Others may qualify as Tactical Radio Operators, Divers, in Naval Control of vital economic Shipping or in Casualty Care.

There are good opportunities to become officers if suitably qualified. Merchant Navy Officers of all specialisations can advance their careers with RNR training. If you can give us one or two nights a week, several weekends and one fortnight a year, you will enjoy in return the chance to travel, to make new friends, learn new skills — and be well paid for it, plus a tax-free Bounty of up to £700.

Interested in the Royal Navy but not full-time? If you are aged 16 (17 for WRNR) to 33; 18 to 30 for officers; under 35 or 45 if ex-merchant Navy or Royal Navy respectively, fill in the coupon for more details. (You'll find our odd jobs a lot more rewarding)

A steady supply of Wrens at sea



"Well it's not one of ours, Master!"

The last time the S&S and Medical Drafty's Corner hit the headlines, it was very much a case of 'early days' in the process of sorting out the way ahead for the first WRNS to sea and draft orders had literally just gone into the post.

Since then, training has been in full swing, the first S&S WRNS joined HMS Brilliant in October and, by the end of the month, with HMS Invincible, Juno and Battleaxe added to the list, there will be a total of 42 WWtrs, WSAs, WCKs and WStds, from CWren to Wren, as well as two MA(Q)s, at sea.

And not to forget, also, those standing by in the ERP. News on the next phase is still awaited but, meantime, may all be well for those already afloat.

Prognosis good for hospital staffing levels

Since Summer Leave, there has been a radical change in the drafting plan for Enrolled Nurses (G) and, to a lesser degree, for Medical Assistants.

All has been aimed at enhancing staffing levels in the UK Naval Hospitals and to this end EN(G)s and certain POMAs and MAs have been redeployed to RNH Haslar and Plymouth. It is hoped that the Spring should see the beginnings of restoring all to previous order but much will depend on Gulf commitments.

The good news is that MA(Q), PSN and DSA new entries in particular, and also MA, RGN and EN(G) numbers, joining HMS Raleigh have been on the up in this recruiting year and, retention allowing, the Medical Drafting Officer is looking to better times ahead.

In this respect, all MOD's clients will be aware of where most of the good jobs are located but one which may not yet have made the rounds on the

bush telegraph is a recent addition to the POMAs' sea plot — on the staff of the Senior Naval Officer Northern Ireland.

It requires dental training, which, if necessary, can form part of the PJT package. C240s are awaited!

Driving ambitions?

MDO's final shot concerns the ADQUAL of 'CDL'. There seems to have been a bit of confusion — not only for his people but for those belonging to other Drafting Sections, too — from the recent appearance of 'CDL' on Draft Orders. It is simply to identify those holding a Civilian Driving Licence and is an important part of the drafting jigsaw when Drafting Officers are looking to fill billets requiring such a qualification. So, if you have a Driving Licence, make sure Drafty knows — it is of great help.

Computer boffins wanted

Drafty is always on the lookout for computer boffins from among Writers and Stores Accountants to fill ADP billets.

For those interested, the first step is to get through the ADP Aptitude Test which is designed to assess suitability for ADP training and employment. It is administered by the Defence ADP Training Centre, Blandford, and applications are covered in DIC JS 97/89.

There is no problem in getting to the Test itself which is held in the candidate's own ship or establishment. If you want to know more, your DO will point you in the right direction — or just get in touch with S&S Drafting.

Drafting team

Having launched the first WRNS to sea, it is probably as good a time as any to send the S&S and Medical Drafting Commander on his way!

In fact, his time of reckoning was to have been about now but, with OP Granby intervening, it will be after almost five years in the chair (and nine Drafty's Corners!), when Commander Tony Ling hands over the reins, as D5, in March, to Commander Peter Edger. A warm welcome to Peter, who has just returned South from HMS Neptune where he was the Base Supply Officer, and best of luck to Tony as he hands over the mantle for the last time before leaving the RN.

There has been quite a bit of change to the S&S Drafting Team since the Pussers last appeared in print. CPOWtr Taff Webster has departed to MOD (DGNMT), POWtr Howard Hale to HMS Nottingham and POWtr Jim Oliver to HMS Fearless. Our many thanks to them all for much hard work on your behalf and all success in their new drafts. The new boys have all come in from sea, CPOWtr Nick Carter (HMS Invincible), POWtr Taff Hinge (HMS Bristol) and POWtr Jim Whyte (HMS Ark Royal).

Drafting Commanding & WO's: Appointer Cdr Tony Ling (ext 2381) Cdr Peter Edger (from 15 Mar)
Wtrs, SAs, QAs & ETS: Cdr Sue Brookes (ext 2455)
Officer Manager & Wtr SRs: CPOWtr Nick Carter (ext 2433)
Wtr JRs & QAs & ETS: CWren Wtr Ingrid Gartside (ext 2285)
SAs: POWtr Taff Hinge (ext 2444)
CKs, CAs & Sds: Cdr Terry Morris (ext 2456)
CKs & Cas: POWtr Steve Montgomery (ext 2446)
Sds: POWtr Jim Whyte (ext 2575)
Medical, QARNNS & FS: Cdr Geoff Marshall (ext 2570) POWren Wtr Debbie Hampton (ext 2445).

To: Captain C. W. Pile, RN, Office of Commander-in-Chief, Naval Home Command (TA2(R)), HM Naval Base, Portsmouth PO1 3LR

Please send me without obligation full details about joining the Royal Naval Reserve

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HMS Sandown races ahead

FIRST of class in a new generation of glass reinforced plastic minehunter built for the Royal Navy by Vosper Thornycroft (UK) Ltd at their Woolston Shipyard, HMS Sandown was launched by the Duchess of Gloucester on April 18, 1988.

The Sandown was accepted by the RN the following March and commissioned on June 9 1989. As First of Class she will spend the first two years of her life carrying out trials.

HMS Sandown's Ship Manoeuvring System has been developed to offer a uniquely high level of control to the propulsion systems. Situated at the port side of the bridge, it comprises the Direct Control System (DCS) and the Ship Position Control System (SPCS) which provides computer control for Auto Pilot, Track keeping utilising data from the Action Information System, computer controlled hover and a manual joystick.

Accuracy

The system uses a correlation velocity log to achieve a high degree of positional accuracy.

Propulsion is provided by two 500kW Paxman Valenta diesel engines (which give the main drive) and 100kW diesel generators (which provide slow

speed drive via the main drive with the main drive on tandem).

These then provide power to two Voith Schneider cycloidal propeller units, which drive the ship to a maximum speed of 14 knots.

Thrusters

To assist with accurate positioning during minehunting, the ship is also fitted with two Schottel electric bow thrusters.

The Sandown's Minehunting system consists of three main subsystems. Sonar 2093 is a highly sophisticated, variable depth minehunting sonar utilising computer aided detection and classification.

Nautis M, the Naval Autonomous Tactical Information System, manages the mine warfare task, receiving information from the sonar and various navigation systems, such as Hyperfix. It also incorporates full Action Information facilities.

RCMDS 2: When a minelike contact is detected by the sonar, the Remotely Controlled Mine Disposal System is deployed. It is like a small, unmanned submarine, equipped with sonar, black and white and colour televisions and search-



lights. The vehicle carries either an explosive charge, cable cutters, or a manipulator arm.

These components make the Sandown class the most effective minehunter in the world today.

HMS Sandown has a ship's company of five officers, seven senior rates and 22 junior rates.

Above: First of the Sandown class of single role minehunter, HMS Sandown is equipped with a world leading minehunting system. She is in the midst of a two-year period of first of class trials. Four more vessels — Inverness, Cromer, Walney and Bridport — are to come.



ON THE LINKS . . .

OFFICIAL affiliations of HMS Sandown include Sandown, Isle of Wight, and her French twin-town, Tonny Charente, near Rochefort. Also on the list are Sandown racecourse, TS Royal George at Ryde, TS Sussex at Littlehampton, and Plessey Naval Systems, one of the ship's prime contractors.



Facts and figures

Displacement: 484 tonnes. Length: 52.5m. Beam: 10.5m. Draught: 2.2m. Propulsion: Two Paxman Valenta diesel main engines driving two Voith Schneider cycloidal propeller units. Electric motors connected to the main shafts by belt drive for minehunting slow speed drive. Maximum speed: 14 knots. Weapons: BMARC 30mm gun; light machine guns. Sensors: Plessey NAUTIS M. Action Information System; Plessey 2093 variable depth sonar; ECA Remote Controlled Mine Disposal System, Kelvin Hughes 1007 Radar; QX4 Hyperfix navigation system.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

VETERAN OF DUNKIRK & NORMANDY

BUILT in 1934, the previous HMS Sandown was requisitioned for use as a minesweeper at the outbreak of the Second World War.

Her tonnage was 684, length 230ft and her beam 30ft. After conversion to an auxiliary AA Ship, she was armed with one 12 pounder HA, two pounder pom-poms and four Oerlikons.

In 1940, as part of the 10th Minesweeping Flotilla, HMS Sandown was attached to the Nore Command and took part in the Dunkirk evacuation.

Nore Command

She subsequently served in the 7th Minesweeping Flotilla, based at Granton until March 1942, when she was converted to an "Eagle" ship for the AA protection of coastal convoys, and was then allocated to Nore Command, Humber area, based at Grimsby and later Immingham.

Towards the end of 1943 she moved

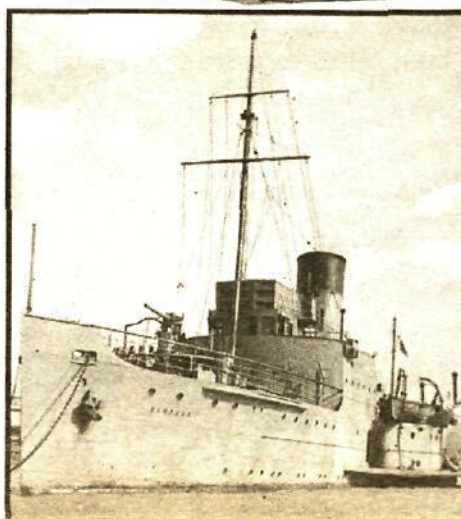
to Harwich. In June 1944, while based at Portsmouth, she took part in Operation Neptune, in which she served as a Bombardment Control Vessel in the Western Task Force Area "Mulberry Harbour".

In 1945 it was decided that HMS Sandown should be returned to her owners.

Top: A faithful friend of the old Sandown.

Bottom: The first ship of the name served as a minesweeper during the Second World War. Powered by a paddle reciprocating engine, she had a speed of 14 knots.

Battle honours: Dunkirk 1940 Normandy 1944.



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Why all the butterflies are scarce this year

I WRITE in great disappointment. Each year, at the Festival of Remembrance, I look forward to the appearance of the QARNNS nurses in their distinctive blue uniforms and white "butterfly" caps. Where were they this year?

Call-up status required

FURTHER to the letter (October) from C. V. Marsh on Royal Naval Auxiliary Service personnel, he was not permitted to join the Royal Naval Association as an Associate member because he had had a short spell with the Royal Naval Reserve in the early '70s.

If he had spent six months in the RNR he would qualify for full membership.

At present the RNXS do not have RN (or RNR) call-up status and are not part of the 'Naval Forces' of the country.

It is on the cards that they may become part of the RNR — and when they are, they will be eligible to be full members.

Associate membership is open to those in sympathy with the objects of the association and they have the same rights of membership, except that they do not vote on policy matters. Hugh Mair, Assistant Secretary, Royal Naval Association, London.

I realise there is a crisis in the Gulf, but surely there are a few QARNNS left in the UK?

Proud

Having trained in the QARNNS, serving at Haslar, Stonehouse and Malta, I am obviously very proud and biased towards the nursing service of the RN, and I am a serving member of the RNR, holding the rank of Nursing Officer.

So come on — let's have the QARNNS back. If the Army and Royal Air Force can send their nursing representatives so can the Senior Service. — V. Tyrwhitt-Bettridge, Nursing Officer (R) and life member of QARNNS Ratings Association, Trowbridge, Wilts.

British Legion headquarters assure us that the Navy nurses were represented. But the two QARNNS officers on the muster were to have been supported by four nurses who had been called to duty in the Gulf — that is why the butterfly caps were missing from the line-up.

Let's hope they will be prominent on parade again next year.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

How to insure against a bad let

I HAVE read with interest letters from other Service personnel who have let their properties.

My house was let through a reputable agency and all went well for four months. But then there were problems and when the tenants were finally evicted they stole furniture, the two-year old suite had upwards of 40 cigarette burns in it and there were large cigarette burns in the carpets.

Meanwhile, I was serving on

LFS paying a mortgage (which had increased dramatically), married quarters charges and interest on my Long Service Advance of Pay. If it had not been for my wife obtaining part-time employment we could not have met our monthly outgoings.

On top of losing six months rent, we were also faced with a legal bill of over £900 for the eviction.

You cannot claim legal fees unless you are repossessing the property for your own occupa-

tion — which is rather difficult half way through an LFS. Offsetting tax is of little benefit if you make a loss.

Is it really necessary for MOD to charge you MQ charges while experiencing these difficulties, thus putting you in a position of financing two homes when you can least afford it?

My tenancy agreement included the latest amendments to the Housing Act, but proved of little protection.

To say renting is a personal choice is a trite and rather unsatisfactory answer in today's housing market to what appears a widespread problem of Service life. Surely we deserve more support from both MOD and the laws of our land while serving abroad. — CPOWTR.

□ □ □

MAY I comment as a naval wife, and someone with considerable experience in the letting and management of property, on recent correspondence on letting.

A reputable property agent, at the commencement of the tenancy, would arrange a rent and legal costs guarantee scheme with insurers, which costs an owner about £9 a month. As soon as the tenant stops paying rent, the matter is referred to the insurers. The insurers then immediately instruct solicitors to take legal action to resolve the situation. The cost of all this legal action and up to three months loss of rent is met by the insurers.

At the commencement of the tenancy a reputable property agent collects a deposit of at least one month's rental. All or part of the deposit can be utilised to reinstate garden and the house back to its pre-letting condition, if necessary.

There are obviously risks in letting one's property. But it does help to use a professional and reputable agent with many years' experience in letting and managing property, and preferably a member of one of the professional bodies. — Y. Richards, Mrs. Fareham, Hants.

and below, that the CFCC is not a Royal Navy club — it is a private club owned by us, as beneficiaries of the CFC UK Charitable Trust. We, not the Navy, run the club through our committee members.

I urge you all to take an interest in your club and to use it. The China Fleet Country Club is without doubt the best club that any Service person in the UK could wish to have. Don't lose it to non-entitled members — CPO. Hong Kong.

□ □ □

I AM grateful to your correspondent for voicing a concern that I have heard several times recently, particularly from those who have helped run the China Fleet Club in Hong Kong.

Before answering his comments in detail, perhaps I should explain that there was never any intention that the CFCC should be run on exactly the same lines as the China Fleet Club Hong Kong.

The Trust Deed states that the beneficiaries of the Trust are serving ratings, and the CFCC will therefore be run for their benefit. There is no restriction in the Trust Deed on the number or types of Associate members, and the Trustees, with the agreement of the all-rating Advisory Committee, accepted that no specific group of people, officers or anyone else, should be excluded from Associate membership.

However, it has been agreed that applications for Associate membership should be accepted in the following priority order: 1 Ex-ratings; 2 Serving officers; 3 Ex-officers; 4 RNR, RFA, RNXS; 5 MOD employees and others.

Thus, if there are sufficient ex-ratings applying for Associate membership to fill the quota, your correspondent will have his wish, and no officers will be accepted.



However, the Trustees are determined that the club should be run on commercial lines, and soon make sufficient profits to pay its way, and that is why there are no exclusions, only priorities. The management should be given enough flexibility to make a success of this imaginative project, otherwise the people for whom it was conceived, the serving ratings, will be the first to complain.

My concern has always been that the Full members and the Associate members should co-operate to make the best use of the facilities without the Full members losing any of their privileges. I believe the club is being organised in this way, and each form of membership will gain from the presence of the other.

I hope and believe that rank and grade will be irrelevant in a club where sports rig is normal and uniform banned.

Commercial

As far as the employment of managers is concerned, the best people available were picked for the job. The full management team has been selected and includes an ex-Leading Wren, an ex-CPO and two civilians, together with the two ex-Commanders mentioned in the letter, one of whom will retire (for the third time) in 1992.

I am very happy with this team and believe they will produce just the sort of club your correspondent wants. They will achieve this under the direction of the Trustees, and with the advice of the CFCC Committee. The wishes of the Full members will be respected, but cannot be allowed to over-rule sound commercial sense.

The China Fleet Club is without doubt the best club that any Service person in the UK could wish to have, as your correspondent says. You have my assurance that it will stay that way — Robert Gerken, Vice-Admiral, Chairman of the Trust.



Letters



● OFFICER membership and management of the China Fleet Country Club, now being completed at Saltash, Cornwall, are discussed here by a Chief serving in Hong Kong and in a reply from the Chairman of the China Fleet Club UK Charitable Trust, Vice-Admiral Sir Robert Gerken.

HAVING been involved as a member of the China Fleet Club Committee in Hong Kong, it is with the utmost regret that I have seen increasing involvement of naval officers in the China Fleet Country Club at Saltash.

I, more than most, appreciate the amount of work which has been and continues to be done on our behalf by Admiral Gerken and Cdr. Peter Thomas, but I must also point out that we ratings did not have any say in the appointment of Trustees or of the Project Staff Officer. The General Manager is also to be an ex-Commander.

Apart from Jack having two ex-Commanders as upper management of their club, according to the November edition of Navy News, serving and ex-serving officers may also apply for Associate membership.

This should not be allowed to

A bone to pick with the China

happen. The CFCC is our club — a ratings' club — and there is no requirement or desire by us, the owners, to open up the membership to officers.

I believe that there will be enough interest from ex-Service ratings and local civilian personnel to more than fill the initial 750 Associate membership places. If not, then we can reconsider our position.

I believe it is important to stress to all ratings of each arm of the Service, Warrant Officer



No. 438 37th year

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Award winners

THE Type 42 destroyer HMS Manchester received the British Aerospace Sea Dart Shield for 1989-90 from Flag Officer Flotilla One, Rear-Admiral Peter Woodhead.

The destroyer conducted a number of successful live firings, as well as regular non-firing exercises with an imaginative use of synthetic and live targets.

This provided not only good practice for operations and the command team but also an impressive quantity of records for analysis.

Mr. Steve Hollingsworth, director and general manager BAe Filton, presented CPO(OPS)(M) Mick Lavin with a replica of the shield for the ship to keep.

● Rear-Admiral Woodhead also presented CMEM Dingus Magee, of HMS Minerva, with his CINCFLEET's Commendation during a visit to the ship in the Mediterranean.

The commendation was earned last November whilst the Minerva was undergoing sea-training at Portland.

Two scare charges exploded close to the ship's side, causing an oil pipe to fracture, resulting in a spray of hot oil covering isolating valves and other hot pipes.

In charge of the firefighting team, CMEM Magee directed his men to lay a blanket of foam to deflect the flow of oil away from the valves and stem the flow.

Although covered in hot oil himself, his quick thinking and strong leadership prevented a major machinery space fire.

FOLLOWING her appointment as the ship's official pin up Miss HMS Coventry, Carol Taylor, was invited to visit the Type 22 frigate when she was in Devonport.

Her hectic one-day visit included a photographic session and she is pictured here with, from left WEM Richard Dean, MEM Paul Rigg, MEM Steven Evans, WEM Darren Rust and STD Robert Ward while STDs Lee Dore and Mark Bensley kneel at her feet!

Picture: LA(Phot) G. Meggitt

Coventry honours victims of the Blitz



TO commemorate the 50th anniversary of the Coventry Blitz the commanding officer of HMS Coventry, Capt. Roger Lane-Nott, together with some of the ship's officers and ratings, visited the Type 22 frigate's affiliated city.

Many events were held throughout the day the highlight of which was a Service of Remembrance and Reconciliation at Coventry Cathedral. Among those who attended the service were Queen Elizabeth The Queen Mother and His Excellency Richard von Weizsacker, the President of the Federal Republic of Germany, together with other European dignitaries and citizens of Coventry who had survived the Blitz.

Later in the day Capt. Lane-Nott visited Coventry Technical College where the principal, Mr. John Temple, donated a full set of the city's rugby colours to the ship.

MANADON ON AUTOPILOT

RNEC Manadon, teamed up with Polytechnic South West and the University of Exeter, is sharing an award of £134,000 to undertake a research programme into the development of all-weather autopilot systems for ships.

The three-year study programme is being jointly funded by the Maritime Technology Directorate, Marinex Industries and Polytechnic South West.

Directing Manadon's input into the project is Lieut.-Cdr. Geoff Roberts, senior lecturer in the Control Engineering Department at the college, who, during the last six years, has gained an international reputation for his work on new approaches to ship steering and stabilisation.

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BRIGHTER MEALTIMES FOR RALEIGH RECRUITS

Sailors' Fund helps to pay

THE Trafalgar Galley trainees dining hall at HMS Raleigh has been transformed into a modern cafeteria with all-from-one-counter meal selection. And non-public funds such as the Sailors' and Fleet Amenities Funds have helped make it possible.

The aim was to reduce queuing and create a bright, relaxing atmosphere. Modular furniture has been used to complement the "up-market" decor in a facility which provides more than 4,000 meals a day.

Substantial contributions from the Sailors' Fund, the Fleet Amenities Fund and the HMS Raleigh Central Fund, totalling £55,000, represent more than a quarter of the total cost of the modernisation and refurbishment.

The idea originated from the Supply Officer Cdr. John Hill, RAN, and the Supply Officer (Caterer), Sub-Lieut. Malcolm Godfrey, while among the many other people involved was the Property Manager, Lieut.-Cdr. Mike Bell.

Reopening of the new-look Trafalgar Galley was carried out by the Captain of Raleigh, Capt. John Wright, seen with JMEM Greg Hughes and JWREN(OPS) Ann McLaughlin.



PIECE OF CAKE FOR FEARLESS

UNDER the proprietorial gaze of the Commanding Officer, Capt. Stephen Meyer, HMS Fearless's commissioning cake is duly cut by Mrs. Erica Meyer and 17-year-old Jnr. Seaman Martin Hutton, youngest member of the ship's company.

The re-commissioning ceremony, which took place on the tank deck of HMS Fearless, marked her return to

service after a five-year break, three years laid up at Portsmouth, followed by a two-year, £50 million, refit at Devonport.

Attending the ceremony, along with the 600-strong ship's company, and their families and friends, were Flag Officer Plymouth, Vice Admiral Sir Alan Grose, and Councillor and Mrs. Syd Rapson, the Lord Mayor and Mayoress of Portsmouth.



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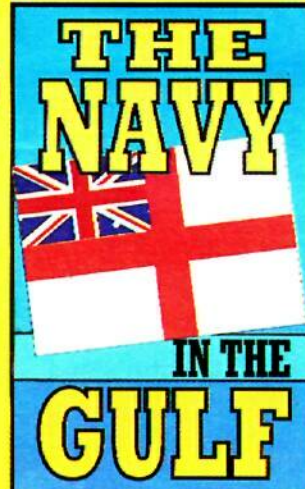
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Guests at a private party



In deference to its Muslim hosts, the Royal Navy in the Gulf was celebrating the Festive Season in private.

HM ships, being British sovereign territory, were able to keep Christmas in their own way. For their comrades ashore in the Army and RAF it was bound to be a low-key affair — though, sure of the Royal Marines' unfailing ability to brew up a cuppa under any circumstances, the RM Museum sent each of the 170 Marines serving on land and sea in Saudi a special mug featuring the Corps crest.

News of the impending release of the hostages made no difference to the high state of alert. Members of Naval Party 1600 have all undergone small arms training in between carrying out running repairs around the Task group

and the medical teams in RFA Argus have been busy practising procedures for dealing with victims of chemical weapons.

Meanwhile 846 Naval Air Squadron beat the boredom of the long passage by "rowing" the Suez Canal.

Their Ergomaster rowing machine had been embarked along with their four Sea King Mk 4 helicopters in the Argus and all 81 members of the detachment took turns to pull the 167 km in 13 hours.

Gifts from well-wishers back home continue to arrive. When the RFA Diligence asked for a fresh Christmas tree Interflora promptly sent out 50 of its best for distribu-

tion among the troops.

The Diligence has also been equipped to deal with less welcome offerings. Pipework for her pre-wet system to deal with the chemical threat was fitted en route from Mombasa and a protective citadel has been fitted and tested to keep her ready for her role as a battle damage and repair facility.

Just before Commodore Chris Craig succeeded him as Senior Naval Officer Middle East, Commodore Paul Haddacks said measures to stop ships trading with Iraq through the Gulf had been completely successful.

The entire Iraqi fleet had been effectively bottled up in ports around the world by the eleven Western and local navies involved in enforcing the United Nations embargo.

● Top — RFA Diligence sets out from Jebel Ali to test her pre-wet system installed by Naval Party 1600.

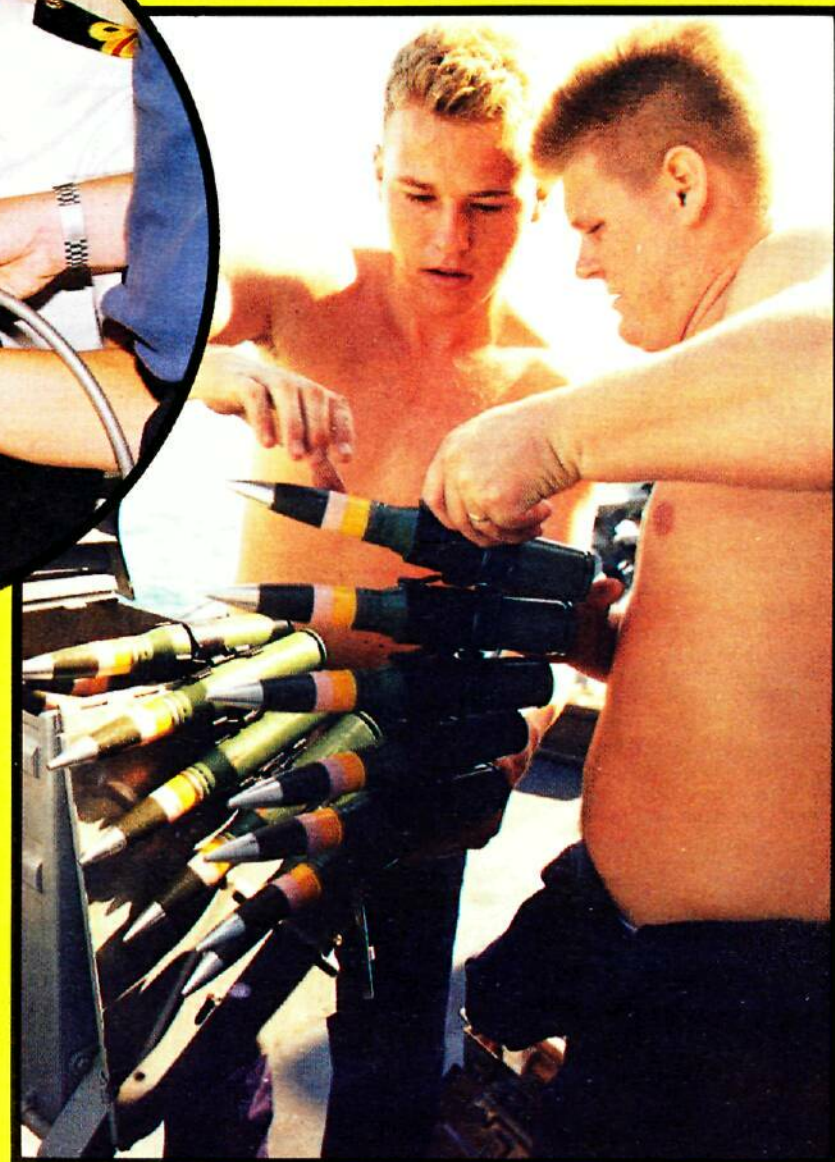
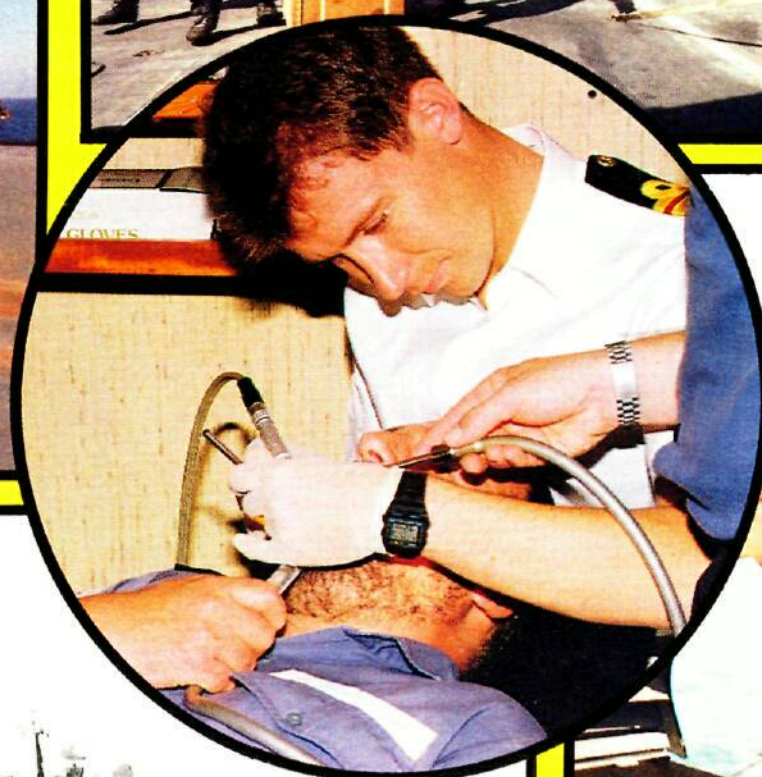
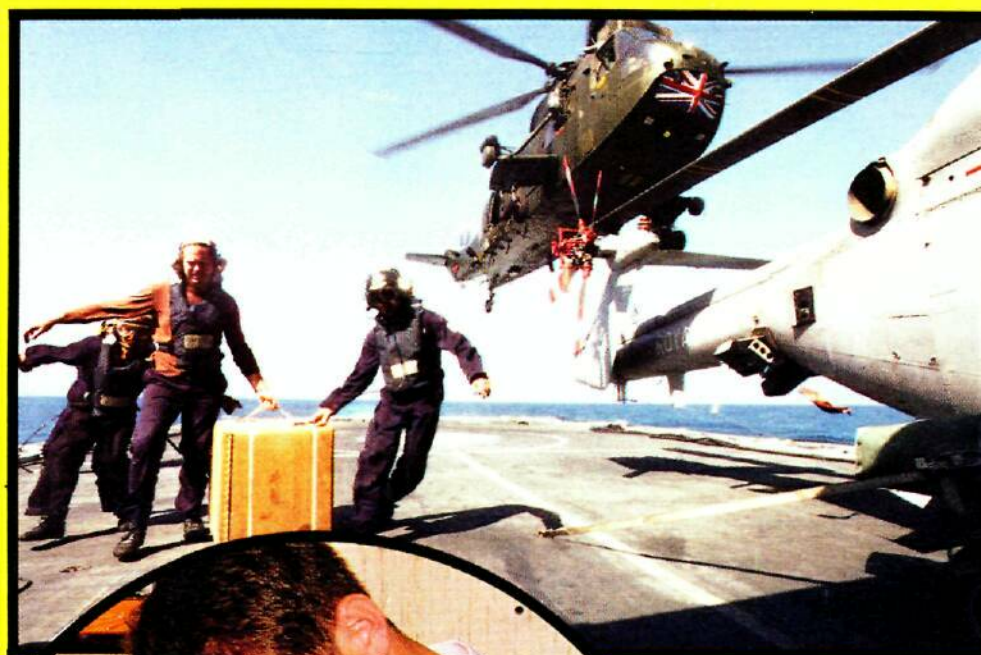
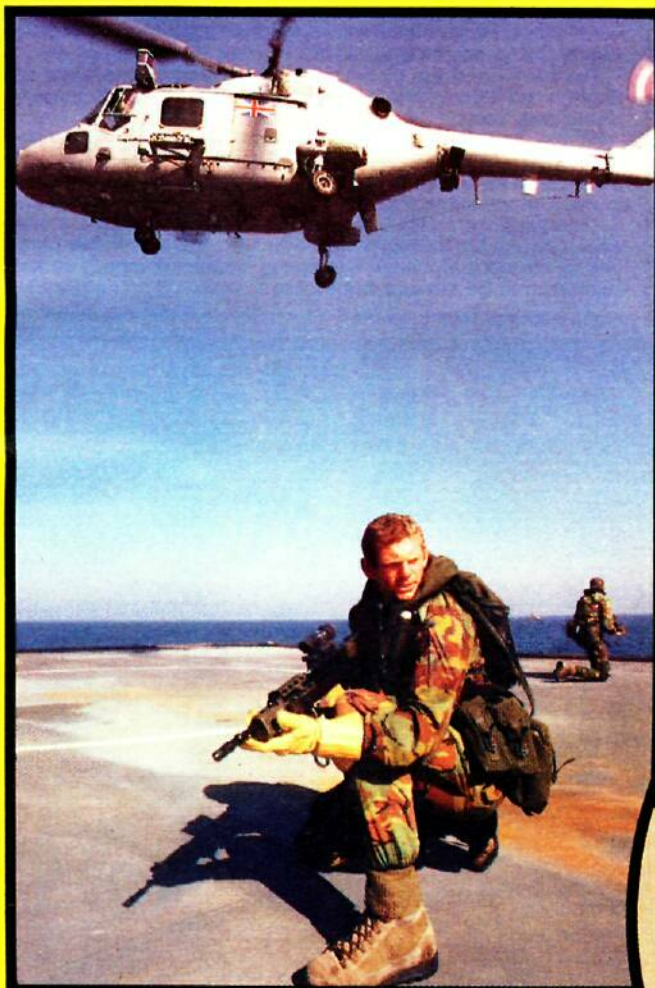
● Far left — Royal Marines from the Type 22 frigate HMS Brazen board RFA Fort Grange in a practice drill.

● Left — HMS Brazen takes delivery of yet another crate of spares — or maybe a hamper from home?

● Inset — Surg. Lieut. Nigel Mallon, the Gulf's "Flying Dentist", gets to work on board RFA Diligence.

● Bottom, left — Mne Paul Hamber stands guard on the Panama-flagged Lady Katherine during a boarding inspection by the Type 42 destroyer HMS Gloucester.

● Below — loading a Gambo gun on board HMS Brazen.





People in the News



WRNS TEAM GOES UP IN THE WORLD

HIMALAYAN Adventure, a WRNS expedition to trek from Lukla to the Khumbu Glacier in the heart of the Himalayan Mountains and then to climb Kala Pattar (18,200ft), lived up to all expectations.

The six-woman team from Plymouth Command, led by Lieut. Jan Burfitt (Royal Arthur), was the first all female outfit to have tackled this particular route.

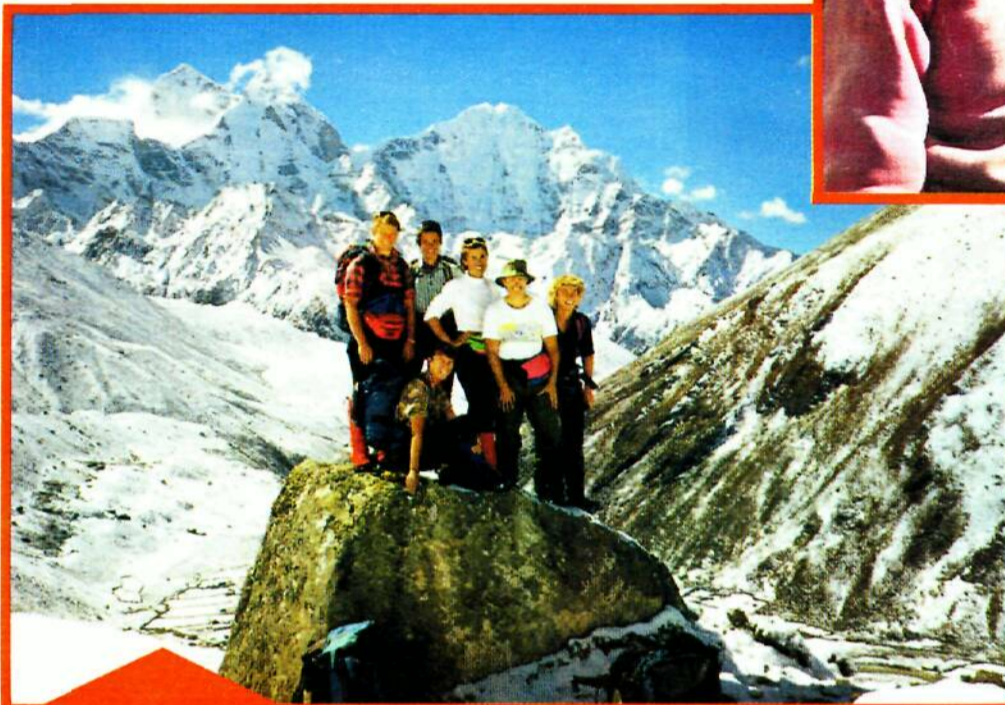
The party paid for the awe-inspiring views and exhilarating atmosphere of the expedition in altitude sickness and the local cuisine — in which yak's milk loomed large — but felt in pocket on balance.

Triumph

Achieving the peak of Kala Pattar in the shadows of Everest after 12 days was a great triumph.

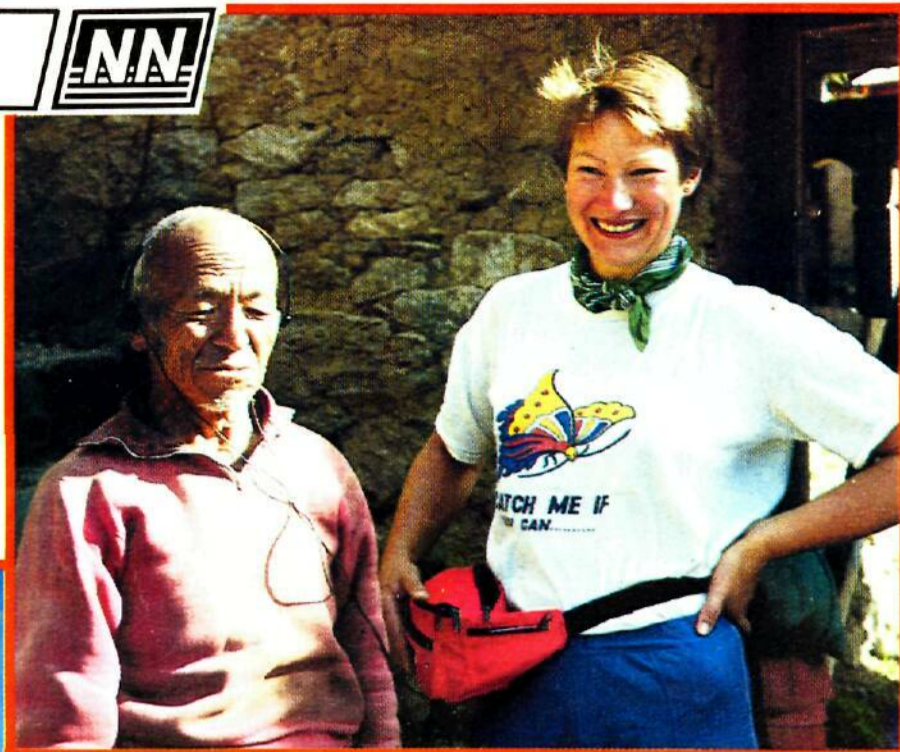
On the way down, said Jan, "Our path kept crossing those of other teams who had also attempted Kala Pattar, mainly men, and not one had managed to get all their members to the top — we felt elated."

Also on the expedition were Lieut. Charlotte Tasker (Drake), POWREN(DSA) Lou Ryder (Drake), L Wren(Phot) Gill Sanderson (CTC), POWREN(DH) Sue Casey (Drake) and CWREN(STD) Linda Tapp (Royal Arthur).



Top: No chords for a lama! Lieut. Burfitt introduces a monk to Chris de Burgh. Surely rather cruel? Above: Boulder by day: the WRNS party en route.

Pictures LWren(Phot) Gill Sanderson.



THREE DRAG DRIVER FROM BURNING CAR

THREE officers from Type 22 frigate HMS Broadsword have been hailed as heroes after dragging a man from the burning wreckage of his car.

The car — and the victim, Mr Edward Goddard — were set alight after a two car collision near Cdr. Richard Lucey's Hampshire home.

At the time, Cdr. Lucey was entertaining his colleagues Lieut.-Cdr. Graham Baker and Lieut. Chris Moore. Together they pulled Mr Goddard from his car and carried him to safety in case of an explosion.

Their actions have been commended by police as very courageous. Mr Goddard was taken to the specialist burns unit at Odstock Hospital, Salisbury, where his condition was later said to be serious but stable.

Waiter, there's a macaw in my glass!

LEAVING HMS Hecate surveying in the deep ocean on South Atlantic deployment, six members of her ship's company explored remotest Brazil, penetrating 2,000km inland to an area known as the Pantanal.

This 200,000 sq. km swampy plain attracts the highest concentration of wildlife in the world, with alligators, exotic mammals and wading birds abounding.

Using a Land Rover lent by the British Defence Staff in Brasilia, the six covered 5,000km in 17 days, much of it on dirt tracks. Five nights were spent sleeping in hammocks in this wildlife paradise, giving the team a rare opportunity to view tropical wildlife at close range and gain an insight into the lives of rural Brazilians.

The expedition was led by Lieut. Martin Jones and the other team members were Surgeon Lieut. Mark Glover, MEM(M) Monty Montgomery, AB(SR) Liam Smith, RS Fez Parker and AB(S) Doc Livingston.

Fez is pictured (right) sharing a drink with a friendly macaw.

● Still with the Hecate... it is rather unusual to find serving in a foreign posting at the same time three, consecutive supply officers of the same ship, but Hecate's achieved it.

Currently based at the NATO HQ of the Allied Forces Southern Europe in Naples are Lieut.-Cdr. Ollie Almond (Hecate April 88 — May 90), Lieut.-Cdr. Chris Burton (Hecate Jan 87 — April 88) and Lieut.-Cdr. Carlos Edwards (Hecate Nov 85 — Dec 86).



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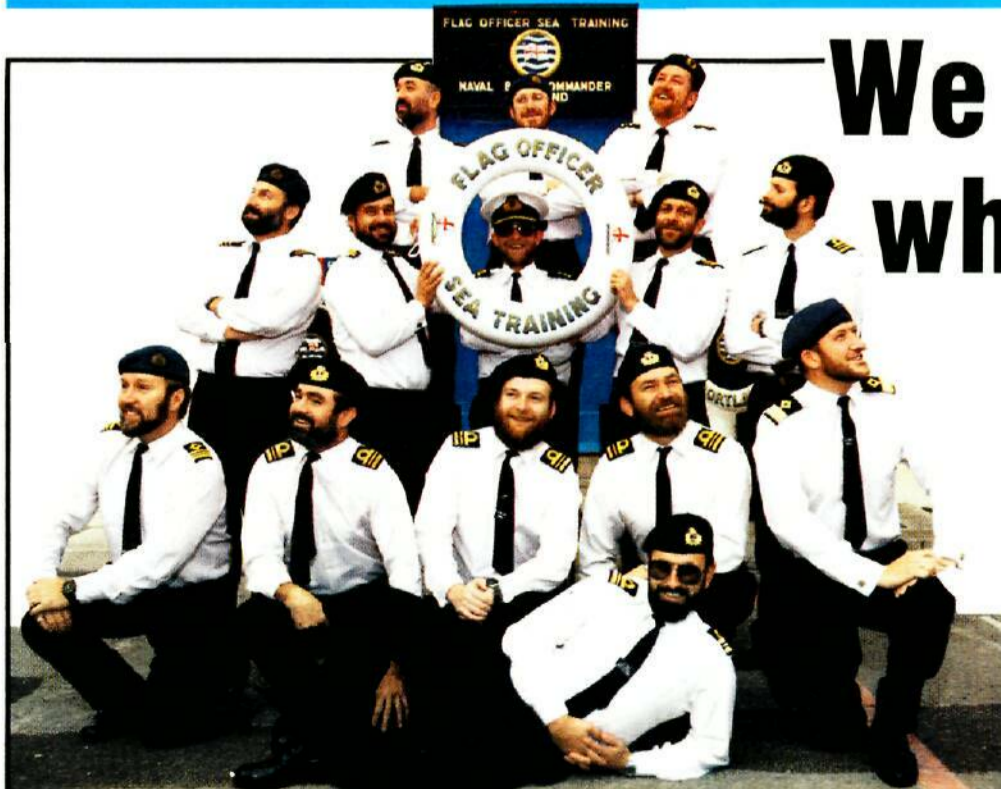
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We prefer whiskers

HIRSUTE pursuit of excellence at the office of Flag Officer Sea Training, Portland. No fewer than 17 of Rear Admiral Bruce Richardson's Staff Officers sport a "full set" — though three were out seariding when the photographer came to call.

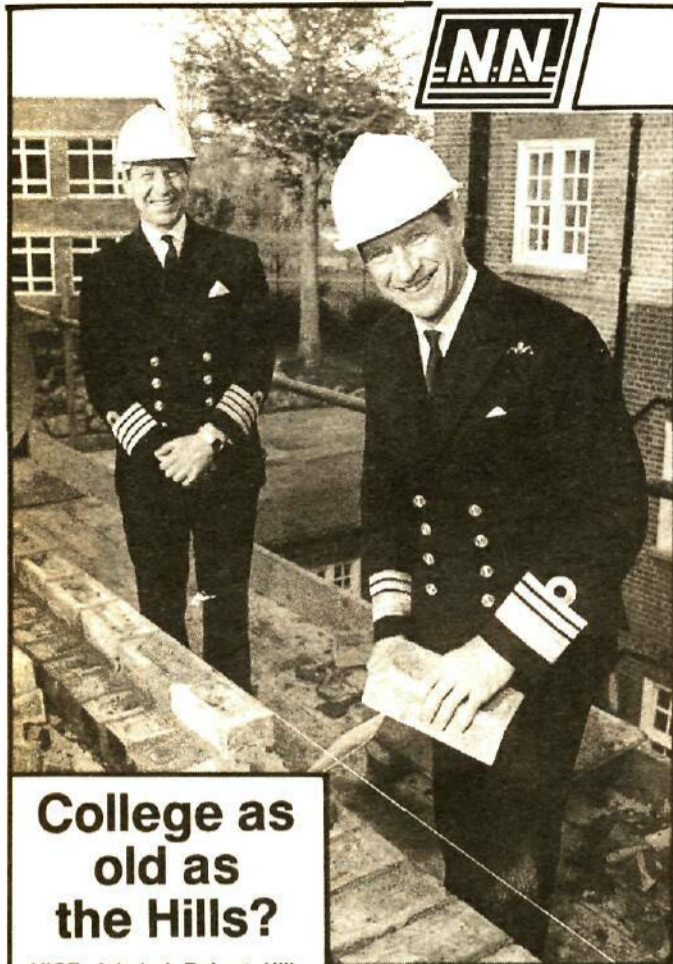
Picture: PO(Phot) Alan Ferguson

Flag officer

ADMIRAL of the Fleet Lord Fieldhouse has been appointed chairman of the White Ensign Association. He succeeds Admiral of the Fleet Sir Derrick Holden-Brown.



People in the News



College as old as the Hills?

VICE Admiral Robert Hill, Chief Naval Engineering Officer, cemented a family connection with Britannia Royal Naval College after taking the salute at the Passing Out Parade of 56 Flight, a class of pilots and observers.

Way back in 1900, the firm of Messrs Higgs and Hill — which included the Admiral's great uncle — won the contract to build the college. It was to be completed in three-and-a-half years at a cost of £220,600.

Following the family tradition, Admiral Hill took up brick and trowel to help out with the present refurbishment work. He is pictured with his brickie's mate Capt. Robert Shiffner.

Fifty years of service notched up

CDR. Frank Trickey has left the Royal Navy after 50 years service, going out in traditional style seated astride a naval gun carriage.

He first donned the King's uniform in 1940 as a Greenwich Schoolboy, signing up for



the Royal Navy three years later at the age of 15. An experienced hand at 21, he qualified as the youngest ever gunnery instructor.

In 1960, after being promoted to Lieutenant, he became Parade Training Officer at HMS Excellent, where his duties included writing the orders for Sir Winston Churchill's funeral.

In 1978 he became Sea Cadet Corps Area Officer (SW area) and while in the appointment was tasked with the training of all naval personnel for Lord Mountbatten's funeral, as well as with writing the orders.

Cdr. Trickey joined Portland Naval Base in 1981 as Sea Cadet Training Officer, remaining until his retirement.

WARD'S SWORD

SUB-LIEUT. David Ward has been presented with the Admiral Sir Richard Clayton Memorial Sword at HMS Dryad,



the Royal Navy's School of Maritime Operations.

The sword is a biennial award presented by Marconi Underwater Systems Ltd. to the Seaman Special Duties List Officer achieving the best results on course over a 12 month period.

Sub-Lieut. Ward, who joined the Navy in 1975, is now Diving, Sports and Electronic Warfare Officer on board the frigate HMS Ariadne.



Return to cockpit

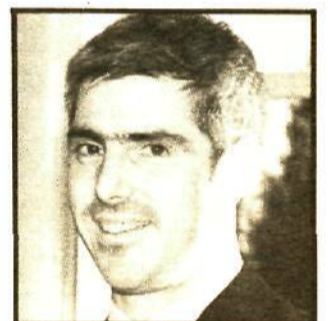
IT WAS a case of "Hello, hello" for the Second Sea Lord, Admiral Sir Brian Brown, on a visit to the Royal Marines Museum at Eastney in Portsmouth.

Among the exhibits is Whirlwind Mark 7 helicopter No. XN299, the very machine the Admiral flew during his days as a Fleet Air Arm pilot.

He first made her acquaintance while serving with 848 NAS in the Commando carrier, HMS Bulwark, during the 1960s. One of his most hazardous assignments was to fly her ashore during the Kuwait Crisis of 1961 when he and other squadron pilots defied a fierce desert sandstorm to land Royal Marines at Kuwait airport.

The helicopter and the Admiral later went their separate ways but the Second Sea Lord was delighted to have the chance of getting back into the cockpit one more time.

FRUIT OF KIWI'S LABOURS



WHILE serving at HMS Nelson on Exercise Sea Surge 90, an exchange programme between the Royal Navy and the Royal Australian and New Zealand Navies, MAA Peter Martelletti was promoted to Warrant Officer Master at Arms.

Peter joined the Royal New Zealand Navy in 1973.

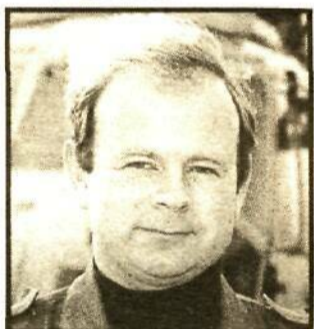
CREATING A FAMILY TRADITION

FORTY years on, Lieut.-Cdr. Max Snow (below) is following in his late father's footsteps as senior pilot of 810 Naval Air Squadron at RNAS Culdrose.

Today the squadron operates Sea King Mk 6 helicopters and provides operational flying training for anti submarine warfare specialists. But for Lieut.-Cdr. Peter Snow (main picture) in 1950, the Firefly fighter aircraft predominated.

Max's father, who had commanded 825 Squadron (in which Max himself served during the Falklands War) in 1945, also flew the Sea Fury, Swordfish, Spitfire, Gladiator, Harvard, Oxford, Wildcat, Dominey and Fulmar.

And just for the record,



Max's grandfather also served with the Fleet Air Arm.



... SAME AGAIN



VISITING RNAS Portland from HMS Raleigh as part of his Fleet Air Arm Acquaintance, Artificer Apprentice Paul Bird met up with his dad WO Michael Bird, presently serving on the staff of Flag Officer Sea Training.

WO Bird has been in the Navy for 29 years; Paul joined up in September, and was meeting his dad for the first time since then.

Both Paul and Michael are keen runners and Paul's ambition is to complete the London Marathon with his father before Michael leaves the Service.

Gift for squadron

BASED at RAF Wyton in Cambridgeshire, No 360 Sqn. is the only RN/RAF flying squadron and is equipped with Canberra T17 aircraft, used for electronic warfare training.

As a guest at a Squadron luncheon, former Navy man Leslie Stephens, who completed three tours with 360 during his naval career, presented Squadron Commander, Wing Cdr. J. M. Donnelly, with a framed print of two of the aircraft.

MEMORIES REKINDLED FOR WARTIME SAILORS

BURIED in the debris after a direct bomb hit in Portsmouth during the Second World War, Australian sailor Stan Blatch emerged to fight another day...

The experience was not enough to put him off a sentimental trip back to Pompey on a recent tour of the "old country".

A Queenslander, Mr Blatch served in the RAN from 1939 to 1951 and attained the rate of Chief Stoker.

Accompanied by his wife, he was greeted at HMS Nelson by WO Brian Wines, President of

the WOs' and CPOs' Mess.

WO Wines also hosted the visit of Mr Albert Griffiths and his wife, Mary, of Kenilworth. Mr Griffiths returned to Nelson 50 years after joining the Senior Service at the RN Barracks.

Serving as an electrical artificer and rising to CPO, Mr Griffiths saw war service in HMS Renown, LST 424 and LST 62.

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On line for computer discount

THE Services Personal Computer Association runs a computer discount scheme for members of all three Armed Forces and their Civil Service colleagues.

In order to publicise the equipment and the discounts available, it is hoped to organise "computer road shows" in different UK areas.

Discounts available can be considerable and any computer buffs interested should contact Wing-Cdr. J. R. Moffat at MOD Main Building ext 85018.



Purple police at Portland

NOW all members of the Regulating Branch are to be defined as "Service Policemen," Portland Naval Provost wasted no time in blending with the Royal Military Police from Bulford Camp, Wiltshire.

Eight "Redcaps" with their Sergeant were seconded to Naval Provost Marshal Lieut. Norman Moss to assist his depleted team in policing Weymouth and

Portland during a period of increased naval and military activity.

He later presented them with a trophy in appreciation of their excellent support.

Anson society formed

AN Anson Society is being formed to mark the 250th anniversary of the start of the great 18th Century admiral's global circumnavigation.

Inaugural meeting

More than 80 enthusiasts are already supporting the aims of the Anson Society and a formal inaugural meeting will be held in April. The Secretary is Mr. Eddy Keough, 13 Maxwell Road, Arundel, West Sussex, BN18 9EU. Telephone: Arundel 882058.

Degree of success in maritime defence

On course for the Bachelor or Arts (with Honours) degree in Maritime Defence, Management and Technology at RNEC Manadon are 14 Seamen and one Supply and Secretariat Officer.

This is the first such degree course held at the college, the students having undergone an intensive one-year course at BRNC Dartmouth prior to joining Manadon.

Teaching expertise is provided mainly by the Engineering College, together with visiting lecturers from BRNC Dartmouth and RNC Greenwich.

Two recent distinguished visitors to the course were Vice-Admiral Levering Smith USN

(Retd) and Rear-Admiral C. W. H. Shepherd, past Technical Directors of the Polaris Programme and responsible for Fleet Ballistic Missile Systems, before becoming respectively the Heads of the US and UK Strategic Systems.

Evidently impressed with the course, they commented that it should lead to a much better understanding of modern technology by future generations of Seamen Officers.

BIG GUNS IN CALL FOR ARMS

NELSON and Wellington — who better? — have launched a combined operation to move an arsenal of 300 historic guns to a new home at Portsmouth.

Earl Nelson of Trafalgar and the 8th Duke of Wellington, descendants of Britain's two greatest military heroes, are chairman and president of £1m appeal to move the guns out of store in the Tower of London and put them on display together for the first time at Fort Nelson.

When the Royal Armouries artillery collection is opened to the public in 1993, visitors will be treated to live firings, rides on moving guns and a reconstruction of fort life during its heyday in the latter part of the 19th Century.

The appeal hopes to raise nearly half the project's total cost of £2,350,000.

—Amoria sets sail—

THE first of a new class of Services adventure sail training craft has been named by Lady Brown, wife of Admiral Sir Brian Brown, Second Sea Lord.

Amoria is the first of 15 Victoria 34 sail training craft for the Joint Service Adventurous Sail Training Centre at Gos-

port. The Victoria 34s will replace JSASTC's existing fleet of Contessas and Halcyons during the 1991 season.

Amoria's dedication ceremony was performed by the Rev. Peter Jackson, of Royal Marines, Poole.

A contemporary early 19th century French prisoner-of-war bone and horn model of a Royal Naval 68-gun man-of-war. Sold on 19 October for £2,200

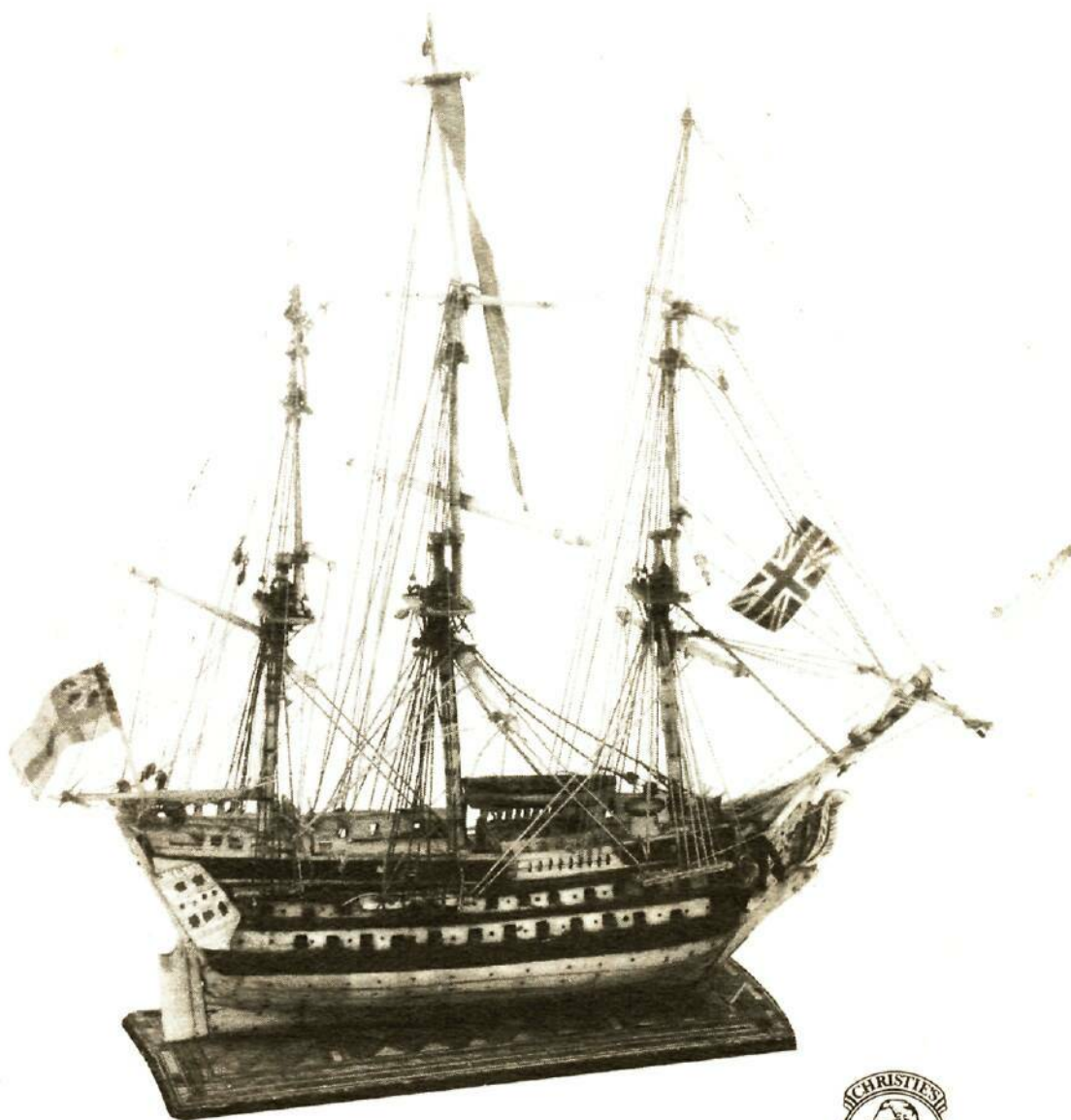
London: Maritime Sale

Christie's are now inviting entries for their eighth Maritime Sale on 11 April 1991.

The sale will include Pictures, Navigation Instruments, Ship Fittings, Ephemera and Models.

The closing date for entries is 9 February 1991.

For further information please contact Tom Rose (Models), Jeremy P. Collins FSVA (Marine Instruments and Ephemera) or Julia Korner (Pictures) on (071) 581 7611



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Helping Hands



Warrior cares for hospital ward

OSPREY ward, the adopted charity of HMS Warrior, Northwood, is one of the many wards at Levesden Hospital, near Watford, which provides care, treatment and a home for the physically or mentally handicapped.

The ward houses 20 young men who, until recently, shared a combined, single Victorian-style bedroom.

But now, thanks to members of the ship's company serving in HMS Warrior, £5,000 has been raised to finance the cost of partitioning the room into single units.

The money was raised by holding sponsored diets, swims and cycle rides together with donations from the Officers', Senior Rates' and Junior Rates' messes.

Further projects are now underway to raise more funds in order to finance the decoration of the day room and provide industrial washing and drying machines for the ward.

□ □ □

A team of six cyclists from HMS Herald have won the Bulawayo Trophy for their expedition from Vancouver to San Francisco during the ship's Endeavour '90 visit to the west coast of America.

Covering 1,060 miles the team raised £3,000 for the ship's affiliated charities which include the children's ward at Charing Cross Hospital.

Director of Naval Physical Training and Sport, Capt. Angus Sandford, presented the trophy to Sub-Lieut. Peter Haggart, the leader of the ship's expedition.

□ □ □

A cheque for £450 in aid of the Lord Mayor of Swansea's

charity appeal was handed over by LWEMs from HMS Collingwood, who raised the money by taking part in a sponsored yomp from Llanegennith to the Mumbles, in West Glamorgan.

Local man, LWEM Nigel Davies made the presentation to Cllr. Colin Hammacott.

Two classes of WEMs, also from Collingwood, helped out at a fete for mentally and physically handicapped children — the lads raised money by running a roundabout and "human" fruit machine at the East Shore School, in Portsmouth.

□ □ □

CWRENCK Rita Riach, of HMS Temeraire, raised £1,000 for Odstock Hospital, in Salisbury, by sailing around the Isle of Wight — her 55-mile journey took 12 hours to complete.

□ □ □

The RN and RM Children's Trust has benefited from a £5,000 donation from the Variety Club of Great Britain.

Chief Barker Paul Gregg presented the cheque to the Commodore of HMS Nelson, Commodore Chris Hebron, who is chairman of the RN and RM Children's Trust.

□ □ □

Christmas came early to the ship's company of HMS Sheffield when they received 2,500 pints of Sheffield Bitter from Ward's Brewery.

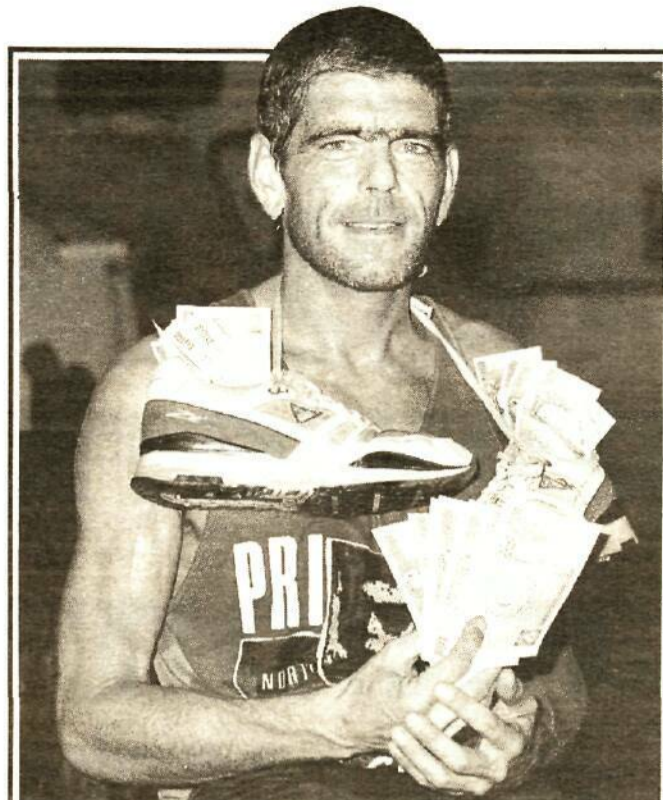
Plans are now underway to raffle the beer on board ship to raise money for the Sheffield's adopted charities.

□ □ □

POWREN Angie McCarthy, from HMS Dryad, presented a cheque for £447 to Professor Michael Whitehouse, head of cancer research at Southampton University.

Along with her colleagues from Cook Building, POWREN McCarthy organised fund-raising events which included cake stalls, treasure hunts and raffles.

The money will be used to buy a specialised incubator.



Pounding the decks

AFTER successfully completing a sponsored marathon in 1989 Lieut. Norman Bell, HMS Hecate's MEO, set his sights a bit higher during 1990 and clocked up a total of 1,011 miles in 132 outings around the upper deck during the survey vessel's recent deployment.

Despite worsening sea conditions, which prevented him from finishing with a full marathon, Lieut. Bell completed 23 miles on his final run taking him well over the 1,000 mile target.

Members of the ship's company responded generously with sponsorship and over £700 was raised in aid of the Prader-Willi Association and the ship's adopted charity, the Princess Margaret School for disabled children in Taunton.

Showtime at Sultan

THE success of HMS Sultan's annual summer show has meant HM Coastguard at Lee-on-Solent, who received a £100 donation from the proceeds, have been able to buy vital medical equipment for their search and rescue helicopter.

The establishment's Volunteer Cadet Corps were also given £500 which enabled them to buy a canoe to add to their growing fleet of boats and a further £150 was donated to Hampshire Fire Brigade Benevolent Fund.

Pictured receiving the cheque on behalf of the Coastguard are, from left, SAR Flight Commander John Wale, District Staff Officer (Operations) Gerry Watson and HMS Sultan's executive officer, Cdr. Philip Unwin.



PIECE OF CAKE

CHILDREN on one of the wards at Newcastle's Royal Victoria Infirmary enjoyed a pre-Christmas treat thanks to the ship's company of HMS Newcastle and Newcastle Breweries.

A huge cake, emblazoned with the White Ensign and the crest of the Type 42 destroyer, was handed over to hospital staff on the ward by the ship's cooks CPO Tom Rothwell and PO Trevor Quickfall.

The cake was originally made as a centenary birthday gift for Newcastle Breweries, but

brewery chiefs decided to hand on their special memento to a local worthy cause and waited for the destroyer's next visit to the Tyne before presenting it to the RVI.

Plans are now underway to take the donation one step further by setting up a "Guess the Weight of the Cake" competition throughout the hospital in an effort to raise funds for the ward.

Lee Gale (13), from Sunderland, is pictured preparing to cut the cake with PO Trevor Quickfall, Staff Nurse Julie Guest and CPO Tom Rothwell.



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RYA plan guns up powerboat action —

FOLLOWING successful introduction into the Royal Navy in 1973 of the Royal Yachting Association's National Sailing proficiency and Coaching schemes, and the RYA Boardsailing scheme in 1981, it is intended to adopt the RYA's National Powerboat Scheme.

The NPS is a new, graduated scheme of training and certification for powerboat trainers, instructors and coxswains which is being adopted by most sailing schools and clubs.

The scheme will be used for non-operational water-borne activities. It will neither replace nor supersede the powerboat handling certificates issued by the RN Seamanship School, which will continue to issue the official RN Powerboat Operating Certificates.

But the NPS will provide training and certification for the operation of powerboats in the non-operations and recreational spheres and provide recognised common standards of operation for all naval boat/sailing centres and associated aquatic sports.

Four levels of powerboat handling proficiency may be awarded and two levels of instructor.

The NPS will be administered by the RN Regional RYA Coaches Committee under the chairmanship of the RN Sailing Coach on behalf of Director of Naval Physical training and Sport and the Royal Naval Sailing Association.

Powerboat certificates can be obtained either by direct assessment or by passing a course of instruction at any of the RN/RYA recognised teaching establishments.

All RYA Sportsboat certificates are still valid but people possessing them are recommended to update themselves by exchanging them for powerboat certificates.

DCI(RN) 293/90

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

— or you can just hang loose

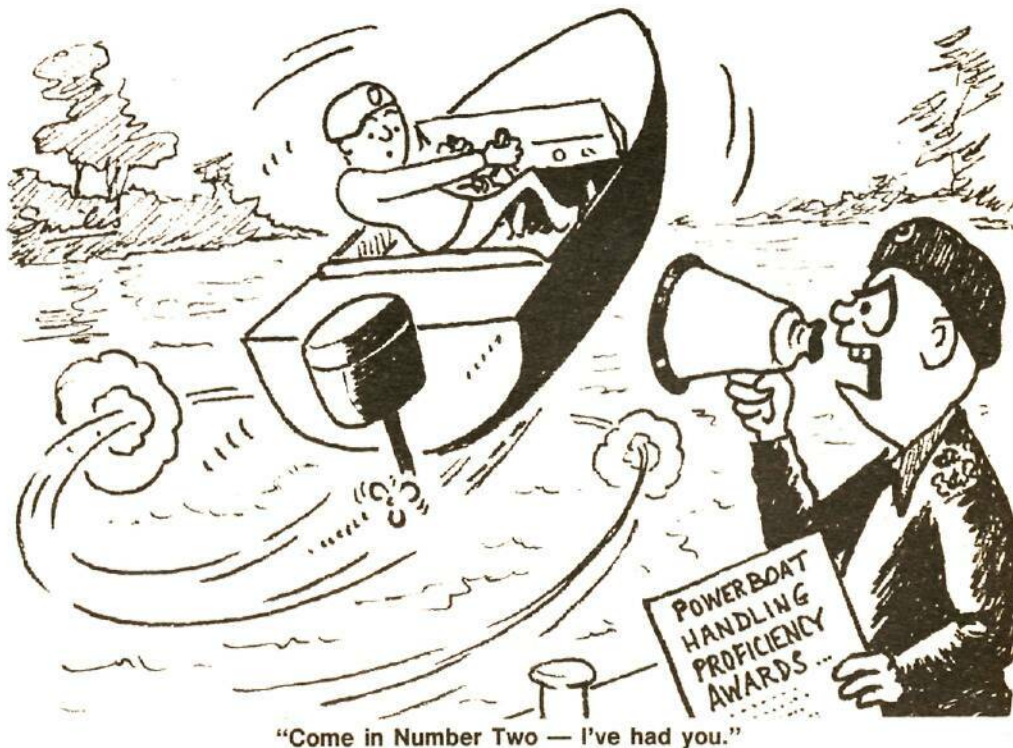
Those fancying their chances at hang gliding may wish to study this year's programme for the Joint Services Hang Gliding Centre, Cwrt-y-Gollen, Crickhowell, Powys.

The centre runs elementary pilot certificate, club pilot certificate and two endorsement courses throughout the year. It also organises both the annual Inter-Service Championships and an annual Joint Service flying expedition overseas.

Eligible are regular Servicemen and women; territorial Servicemen and women; OTC cadets; and sponsored ACF, Sea Cadets and CCF members aged over 16.

Dependants of regular Servicemen and women over 16 and MOD-employed civilians will be taken on a fill-up basis.

DCI(Gen) 207/90



Get Wise on DCIs

Purple passage

The new 1991 Forces Railcard — in purple — is valid from January 1.

Details of eligibility, issue, and use of the cards is provided; also procedure in case of loss or misuse.

As reported last month, under the new card, which operates until December 31 1991, current level of discounts will remain, while there are several minor variations concerning its use.

DCI(JS) 117/90

Holbrook opens out

The Royal Hospital School, Holbrook, Suffolk caters especially for children or grandchildren of seafarers, but a Bill recently passed by Parliament now makes it possible, subject to vacancies, to accept some children without seafaring connections.

The announcement provides an outline of the work of the school and of finances involved. Further information can be obtained from the Director of Greenwich Hospital, 13 Devonshire Square, London, EC2M 4TQ.

DCI(Gen) announcement dated Nov. 9 1990

Don't say it with firearms

Facilities available to MOD and Service units world-wide for transmission of mail to overseas destinations are detailed.

Book early for SBC

The first series of familiarisation visits to the Services Booking Centre in London were heavily oversubscribed and additional visits are planned for the next six months.

Listed are the dates and programme for these day visits, which are for SBC users, both military and civilian, who are involved in or responsible for submission of applications for travel.

DCI(Gen) 197/90

The announcement also lists items which are normally unacceptable unless special arrangements are made, and those which under international regulations are prohibited.

Long list

The latter is quite a long list and included, apart from items like firearms and explosives, are such things as drugs and narcotics; animals (living or dead); obscene articles, books or publications; and chain letters.

DCI(Gen) 206/90

RSR  RSR

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The Sailor

and his family

Did you know "Aggies" has been helping the sailor and his family since 1876? The sailors of the day asked her to provide them with a "Pub with no Beer", as near to the dockyard gates as possible.


Today's Rests in: Devonport, Portland, Portsmouth, Rosyth, Rowner and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, lounge Coffee Bar etc., to a chat with the Missioner and his wife.

When you next have a run ashore,

why not give the one in your port a try?

Family accommodation is available at Rosyth, ring Inverkeithing 413770. Accommodation is also available at Portland ring Portland 821446.

The RSR is funded by gifts, covenants, grants, legacies from the sailor and the general public. Please help RSR to continue to help you. Why not think of a gift through the Give As You Earn Scheme. For more details write to the General Secretary, Royal Sailors' Rests, 2a South Street, Gosport, Hants PO12 1ES.



Royal Sailors' Rests



"I found the same problem in cold weather, too."

No lead in your pencil?

THE wax lead pencils used for many years for incident board markings for damage control purposes have been found to melt during long NBCD serials in hot climates.

Another type of china marker pencil which has been given trials is considered more suitable, and is now to be used in operational areas in ships, submarines and shore establishments, although it is not for general use. The pencils are available in eight colours.

Meanwhile, Johnson Wax Super Pledge furniture polish, which comes in polythene bottles, has been introduced as a general furniture polish for use in ships, submarines, shore establishments and naval bases.

DCIs(RN) 295 and 302

Watch out, data link is about

WHEREVER the Fleet Data Link Team's distinctive van goes, adorned as it is with an array of aerials and antennae, it is said that sales of TV licences rise sharply in the area!

In its first year the team, comprising Lieut.-Cdr. Peter Ellam, WO Bud Abbott and CPO Peter Wakeman, has covered over 12,000 miles throughout the UK in response to calls for assistance from both ships and shore authorities and they have been awarded a Herbert Lott award for their work in designing and equipping their vehicle, converted from a standard Sherpa van.

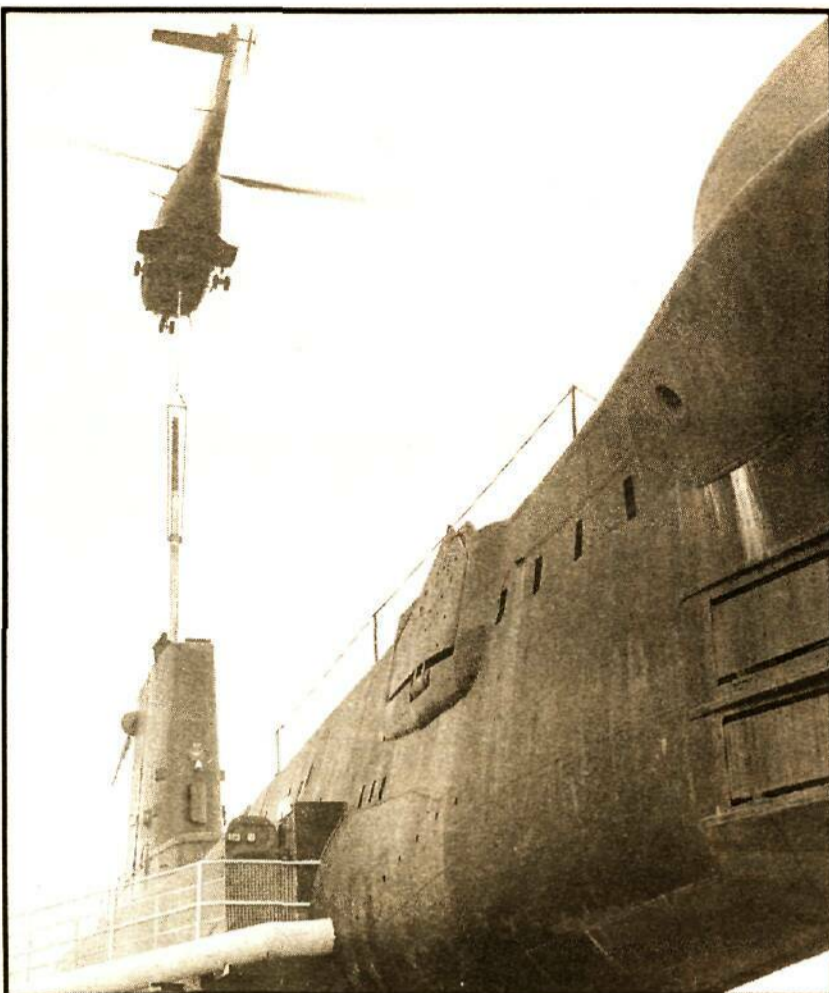
(Data links are a means of exchanging tactical information automatically by radio between computer-fitted ships.)

Roedean toasts the Cherry B

ROEDEAN, the famous school for girls in Brighton, renewed links with the Navy when a new affiliation with HMS Charybdis got off the ground.

Headmistress Mrs Ann Longley invited the "Cherry B's" commanding officer, Cdr. Scott Lidbetter, to visit the school and in return members of the ship's company hosted a number of girls at sea for the day.

During the Second World War Roedean was taken over by HMS Vernon and used as a planning and intelligence centre.



Up periscope

WHEN a periscope needed changing in HMS Alliance, the Museum Submarine at HMS Dolphin, the RAF provided a lift with a Puma helicopter, as the weight limit of the jetty was not sufficient for a more conventional crane.

The crew then returned to RAF Odiham where they manned a Chinook helicopter and came back to HMS Dolphin to lift a new paint store into place.

Boat people rescued in China Sea

LIEUT. Philip Orchard, on exchange duty with the Royal Australian Navy, took part in a mercy mission in the China Sea.

On passage from Malaysia to Subic Bay in the Philippines the frigate HMAS Swan came across a small boat crowded with people waving their arms.

Lost refugees

Lieut. Orchard, Swan's operations officer, took the ship's boat to investigate and through "a game of charades" it was

gleaned that the people were Vietnamese refugees. They were lost and in need of food and fresh water.

Conditions on board were cramped but healthy and the boat was seaworthy. Drums of fresh water and tinned foods were gratefully received.

With farewells exchanged HMAS Swan continued on her South East Asian deployment.

Norfolk's a lean machine

THE TYPE 23 leaned man frigate took on a whole new meaning on board HMS Norfolk as she underwent Part IV trials off Scotland.

PO(R) Cres Creswell, a Special Duties Seaman Candidate undergoing bridge experience, found himself as the Officer of the Watch, while below decks POMEM Steve Bunny was on watch.

That morning he had become the first non-artificer PO to qualify as a frigate Marine Engineering Officer of the Watch. Is this the shape of things to come?

And while on the subject of firsts, Lieut. Chella Franklin performed her duty as expected when she became Swimmer of the Watch, although the ship's flippers were a good few sizes too large!

Chella has now taken up an appointment at Bath.

CYGNET'S SPORTS CENTRE

LIEUT. John Bilson, commanding officer of HMS Cygnet, was guest of honour at the opening of the new leisure centre at Gravesend, Kent, by the Mayor, Cllr. Don Menzies.

The Cygnet is the adopted ship of the borough and the new sports and leisure complex is fittingly named the Cygnet Leisure Centre.

Pride of place on display in the main reception area are photographs of the present ship along with the lifebelt presented to the area from the Second World War HMS Cygnet.

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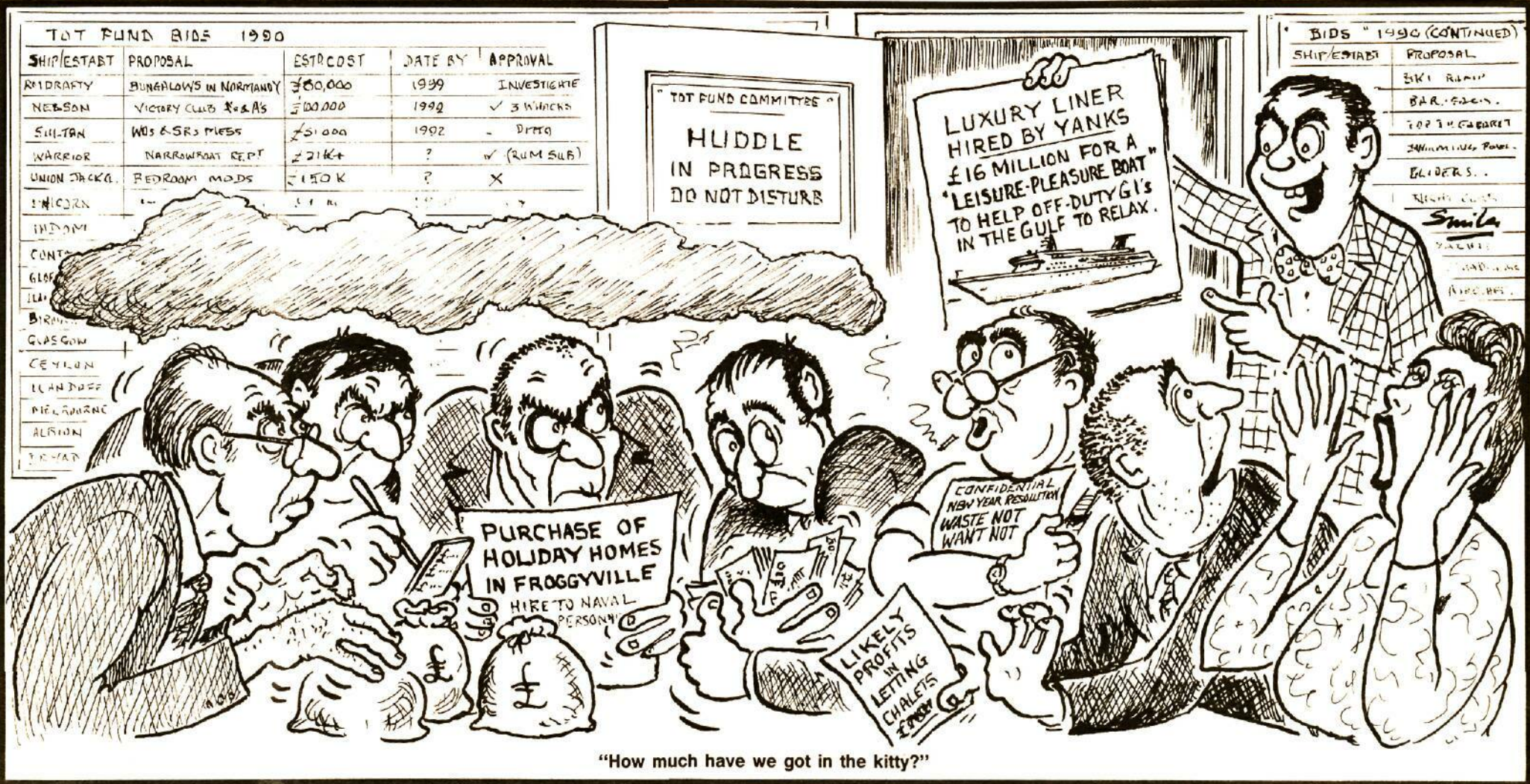
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"How much have we got in the kitty?"

NEWSVIEW

A year of significance

IF THE year just ended was eventful important for the Services, the new one could prove of even greater significance. With early 1991 appearing a critical point in the Gulf situation as these words were written, it remained a case of cool resolve and, for many in and associated with the Navy, of mixed emotions.

So, at a time when long-term strengths and dispositions of the Services remain under the microscope, the immediate Middle East prospect holds attention.

It is difficult, if not impossible, to gauge the effect of the outcome there on the overall future pattern of the Services while such concentrated effort continues on the military build-up. Yet it remains unrealistic to suppose that this deters speculation on the future — and in particular on shore support as far as the Navy is concerned.

Goodwill in plenty

Among the British build-up in support of the multinational effort, focus has often been on the large numbers involved from the Army and RAF. But, should such affirmation be necessary, let the men and women of the Naval Service be assured that they are never far from the thoughts of loved ones back home. The messages of goodwill and the gifts during the festive season provide ample evidence.

The blend of RN and RM personnel in the Middle East is, of course mixed, with no lack of men now able to boast a whole series of Gulf stints — and plenty with more years of service than many of their younger shipmates have lived. And there are now, in limited numbers, women present, mainly in the form of naval nurses.

Wrens' sea roles grow

This situation now promises to evolve as WRNS groups increasingly join warships as full members of ship companies. With rotation of ships on Gulf duty, it inevitably points the way to Wrens at sea in all the situations encountered by RN warships, including potential conflict. Full members of the Royal Navy indeed.

Meanwhile, their integration with the Royal Navy develops further with the demise of specific titles for WRNS officers. Logical progress without doubt, as is the planned switch to gold braid. But that will not preclude many officers from pride in having held those distinctive titles and being among the last of the blue liners.

TOT FUND EYES UP A FRENCH ASSET

Will Jack's home be his chateau?

THE TOT Fund is considering venturing into the property market overseas in the shape of a couple of holiday homes in France available for letting to naval personnel.

At the winter meeting of the Grants Committee of the Sailors' Fund approval was given in principle to an application for £80,000. But the project is to be further investigated and will need the approval of the fund's Trustees before it goes ahead.

Put forward by the Royal Marines Drafting and Records Office, the application favoured ownership in preference to timeshare. The proposal envisaged two or three-bedroom holiday villas or apartments, managed by a professional property management company and hired out to members of the naval service.

It was also anticipated that the properties would appreciate in value while at the same time providing a source of income for the fund. Already the China Fleet Club is involved in properties, it

was mentioned at the meeting.

Following discussion, and after being given information on property purchase in France and on prices, committee members voted in principle for the idea, which will now be investigated further.

Messes and clubs

Meanwhile, again on the agenda of the meeting, and of the subsequent meeting of the Fleet Amenities/ Fleet Recreational Funds, was a series of substantial applications for refurbishment projects for messes and clubs.

Once again the question arose of whether the funds should use their cash for work normally funded from the public purse — although there might be no prospect of such funding in the near future.

The meetings heard that the Trustees had also expressed their

concern at the size and number of establishment bids of this kind and had indicated they would not favour bids for structural work in the future.

Commands and establishments have now been told that the Trustees are no longer prepared to finance the restructuring element of refurbishment projects as these should be publicly funded. But bids for redecoration, fixtures and fittings will still be considered.

The larger refurbishment projects which succeeded at the recent meetings included the Victory Club, HMS Nelson, with total grants of £100,000 (payable in three instalments) and the Warrant Officers' and Senior Rates' Mess, HMS Sultan, the total of £51,000 also payable in three instalments.

The wide range of other grants covered included many sporting and recreational facilities. Included was a total of £21,375 for

a replacement narrowboat for HMS Warrior. The Sailors' Fund element of £16,000 will be taken from the latest donation from Pusser's Rum.

As usual at recent meetings, total cost of applications far exceeded the cash available and many applications were trimmed. Among several which were lost was one from the Union Jack Club in London, where £150,000 had been sought for bedroom conversion work.

Donations

Donations this year which have helped provide funds for distribution by FAF have included: Naafi (Extra Rebate 1989), £45,826; Navy Weeks Trust (Navy-Air Days 1989), £44,250; Services Sound and Vision Corporation, £16,000; Royal Tournament, £5,184; Mountbatten Festival of Music, £3,500.

Where the money goes

GRANTS and loans approved by the Sailors' and Fleet Amenities/Fleet Recreational Funds:

HMS Nelson — £100,000 (grants of £80,000 from Sailors' Fund and £20,000 from FAF) towards refurbishment of Victory Club. Grants payable in three equal instalments — Nov. 1990, June 1991, and Nov. 1991.

HM Naval Base, Devonport — £18,000 (grants of £14,400 from Sailors' Fund and £3,600 from FAF) to create two knock-about soccer pitches and a basketball court.

HMS Sultan — £51,000 (grants of £45,000 from Sailors' Fund and £6,000 from FAF) towards refurbishment of Warrant Officers' and Senior Rates' Mess. Grants payable in three equal instalments Nov. 1990, June 1991, and Nov. 1991.

Drafting and Records Office, RM — £80,000 from Sailors' Fund for purchase of two holiday homes in France for use by members of the naval service. Agreed in principle only and subject to additional investigation and approval of Trustees.

RM Plymouth — £25,000 (grants of £20,000 from Sailors' Fund and £5,000 from FAF) towards refurbishment of Junior Ranks' Naafi Canteen, Junior NCOs' Club, and penthouse suite. (FAF element payable after June 1991).

HMS Warrior — £21,375 (grants of £16,000 from Sailors' Fund and £5,375 from FAF) towards purchase of narrowboat to replace Viking Warrior.

RN and RM Bobsleigh Team — £1,800 grant from FAF as deposit for purchase of two-man bobsleigh, it required.

BRNC Dartmouth — £9,619 (grants of £8,000 from Sailors' Fund and £1,619 from FAF) towards refurbishment of Senior Rates' Mess.

HMS Daedalus — £2,000 grant from FAF towards double glazing at Naval Air Command Mountain Centre, Bethesda.

Queen Victoria School, Dunblane — £5,000 grant from Sailors' Fund towards new games hall.

HMS Heron — £6,250 (grants of £5,000 from Sailors' Fund and £1,250 from FAF) to help purchase, site and equip a holiday caravan for HMS Heron Welfare Fund.

HMS Warrior — £7,920 (grants of £6,300 from Sailors' Fund and £1,620 from FAF) towards refurbishment of Senior Ranks' Club bar and provision of bar for new function room.

RN Equestrian Association — £3,500 grant from FAF to enable three young officers to attend polo training.

RN Community Centre, Radford, Plymouth — £4,500 (grants of £3,000 from Sailors' Fund and £1,500 from FAF) towards minibus.

CTCRM — £4,000 (grants of £3,000 from Sailors' Fund and £1,000 from Fleet Recreational Fund) for sauna for Physical and Recreational Training Centre.

HMS Neptune — £5,000 (grants of £3,000 from Sailors' Fund and £2,000 from FAF) for diesel-driven high pressure compressor for sub-aqua club.

HMS Neptune — £2,366 (grants of £1,900 from Sailors' Fund and £466 from Fleet Recreational Fund) towards poles and boots for use on dry ski slope.

3 Cdo Brigade Air Squadron RM — £1,650 grant from FAF towards fitness/circuit training equipment.

DGNPS — £1,500 (grants of £1,000 from Sailors' Fund and £500 from FAF) towards Naval Wives magazine editorial team expenses.

HMS Heron — £1,500 (grants of £1,200 from Sailors' Fund and £300 from FAF) towards restocking of coarse fishing club pond.

UKNMP SHAPE — £200 grant from Sailors' Fund to assist in production of tri-service newsletter.

HMS Ceres — £280 grant from FAF towards second-hand day boat.

● Grants which in aggregate exceed £20,000 for any one project are subject to the approval of the Trustees.

Annual and Half-Yearly Grants

Half-yearly grant to HM ships — £56,730 from Sailors' Fund.

Half-yearly grant to RM Commando units — £6,736 from Sailors' Fund.

Half-yearly grant to Regular Forces Employment Association — £14,409 (grants of £7,039 from Sailors' Fund and £7,370 from FAF).

Annual grant to Merchant Navy War Memorial Society — £250 from Sailors' Fund.

Annual grant to Volunteer Bands — £6,800 (£5,500 from Sailors' Fund and £1,300 from FAF).

Annual grant to Captain of the Fleet's Fund — £1,500 from FAF.

Annual grant for televisions for new ships and ships emerging from major refit — £5,080 from FAF.

Annual grant to CGRM Consolidated Fund — £200 from FAF.

Annual grant to Captain of the Fleet towards cost of family visits overseas — £2,000 from FAF.

Annual subvention to RN and RM Sports Control Board — £35,000 from FAF.

Ambuscade in the firing line



HMS AMBUSCADE, holder of both the Fleet Naval Gunnery Support and Surface Gunnery trophies, completed a successful week of Principal Warfare Officer firings in the Gibraltar exercise areas.

The Type 21 frigate, commanded by Cdr. Mike Knowles, fired 350 rounds from her 4.5 inch gun, scoring a direct hit on a hi-star surface target, as well as firing six Seacat missiles and a large quantity of close range ammunition.

Ashore, a team from the Wardroom won the Top of the Rock race, with LSTD Martin Buckingham the fastest runner.

An unexpected visitor in Gibraltar was Natalie Hitchcock, who celebrated her tenth birthday visiting the ship on which she was christened in the ship's bell. She was accompanied by her father, PO-MEM Dave Hitchcock, who was serving in the Ambuscade at the time of the christening.

HMS Ambuscade returned

to Portland to join HMS Ariadne in a re-enactment of the Swordfish attack on Taranto Harbour as part of the 50th anniversary celebrations. The ship was back in Devonport for Christmas leave

having completed a busy programme since her return from the South Atlantic in the summer which included visits to Copenhagen and Hamburg and the ship's affiliated town of Crewe and Nantwich.

HOT DOG

WHILST on routine patrol in Hong Kong waters HMS Plover was called in to help tackle a serious fire raging throughout the tiny settlement of Po Toi island.

WO Jock Copeland and CPO Charlie Jennings, among those sent ashore to assist with the evacuation of the villagers, heard a dog whining as they carried out their search and, on investigation, found a puppy tied up, with its fur already partly singed by the flames. As they untied the animal a violent explosion hurled them into the air, CPO Jennings still clutching the hapless dog.

They were all shaken, but fortunately WO Copeland, CPO Jennings and the dog were uninjured.

The village on Po Toi, however, did not fare so well as the spectacular fire, fanned by strong winds, destroyed almost every building there.



ICED WATER FOR LEEDS CASTLE

WHILE attention is understandably focussed on those sweating it out in the Gulf, the ship's company of HMS Leeds Castle are faced with temperatures at the other extreme, deep in the South Atlantic.

The Leeds Castle has now spent over two years patrolling the icy waters of the Falkland Islands Conservation Zone with her ships company changing over every four to six months.

Her task is to provide a Navy presence in the area, exercising with the RAF, resupplying the Army garrison in South Georgia, and maintaining the effective radar cover of the Islands

whenever one of the land-based radars is down for maintenance.

Sea King helicopters conduct regular exercises in the Zone, and her ability to provide a land-on facility is a very useful one.

With a relatively small ship's company of just 52 (somewhat less than a quarter the number of that of a Leander class frigate) everyone is kept extremely busy during these patrol periods, and the ship regularly steams about 3,000 miles each month.

The Leeds Castle has strong previous connections with the area, having served with distinction in the Falklands Conflict, acting as a long range despatch vessel between Ascension Island and the Falklands, as well as operating in South Georgia.



● Chipping ice from the forecabin during a calm spell on a passage back from South Georgia.

Russian admiral looks to the future

Soviet Admiral Vladimir Ponikarovsky tries out his shooting skills under the watchful eye of CPO(OPS)(R) Mick Lavin, of HMS Manchester.

The "weapon", a close range engagement simulator on the 20mm GAMBO, came under scrutiny during a visit to the Type 42 destroyer.

The Soviet group included five students from the Kuznetsov Naval Academy and the visit was sponsored by the Royal Naval Staff College, Greenwich, as part of a larger programme for furthering better relations with the Soviet Union.

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Winners of the Peregrine Trophy

WINNER of the Peregrine Trophy for the second year running was HMS Rooke's two-man photographic unit, with yet another dazzling portfolio of pictures taken in and around Gibraltar.

The runner-up was 801 Naval Air Squadron, a remarkable achievement as only one photographer is borne on their complement — L/Air(Phot) Jon Garthwaite. One particular picture from his portfolio also won for him the Maritime Trophy (awarded for the best ship or aircraft photo), with a shot of Sea King helicopters operating from HMS Ark Royal, a photograph with which he had previously won the 1990 International Navies Photo Contest, held at the US Naval Institution, Annapolis. (See December's NN)

A record number of over 570 entries were received for the competition, the wide-ranging display of subjects illustrating the many aspects of Service life ashore and afloat, with particular emphasis this year on "people" pictures.

The overall standard of photography was excellent as usual, reflecting the very high professional standing of the Navy's Photographic Branch.

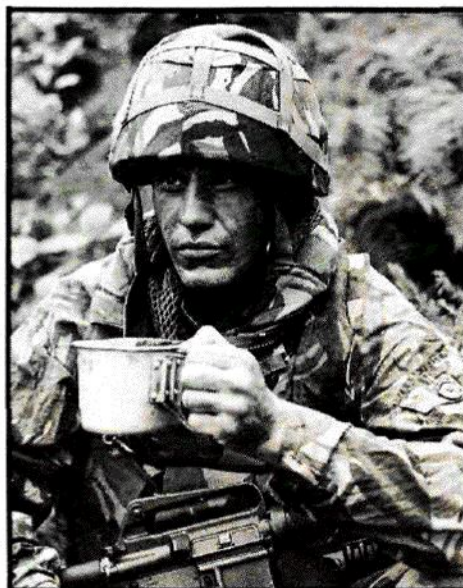
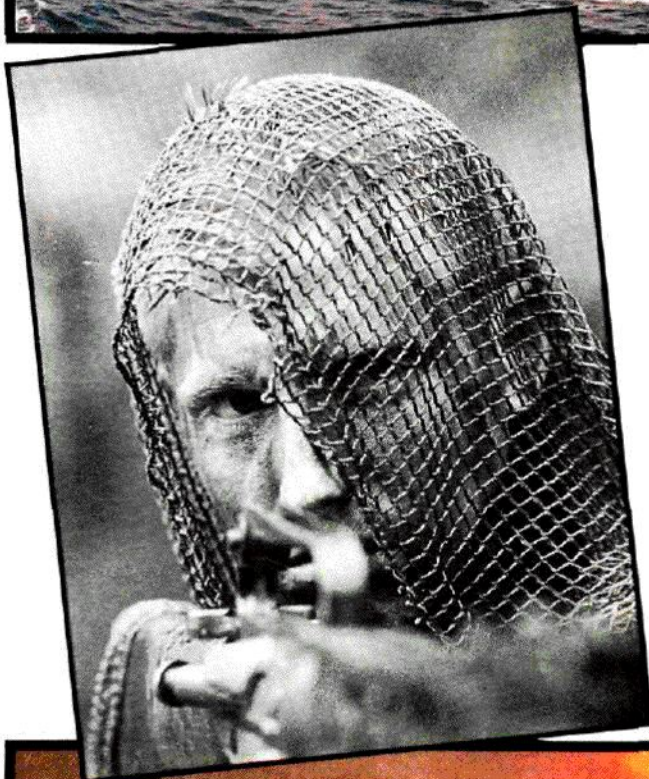
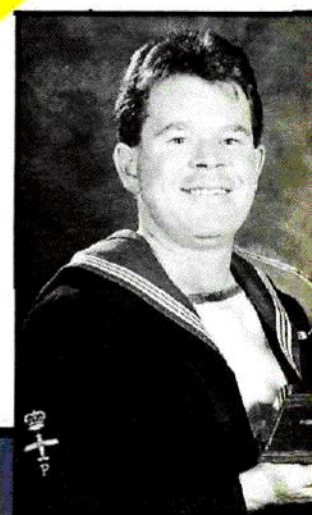
The judges for the competition this year were Captain Colin MacGregor, Director of Naval Recruiting, Mr. Paul Gates, editor of Kodak Professional News, and Mr. Peter Lowry, well-known portrait photographer.

Winners

Prize list for the 1990 Peregrine Trophy was as follows:



TOP OF THE TROPHY



Photographic Competition

Peregrine Trophy (sponsored by British Aerospace): HMS Rooke; runner-up 801 Naval Air Squadron.

Royal Ordnance award (£300 cheque): 42 Commando RM — L/Air(Phot) Paul McCabe.

People at Work category: (Sponsored by Durst UK Ltd. (£100 cheque): L/Air(Phot) Colin Burden, HMS Osprey.

Maritime Trophy: (Sponsored by Maritime Books: £50 cheque): L/Air(Phot) Jon Garthwaite, 801 NAS.

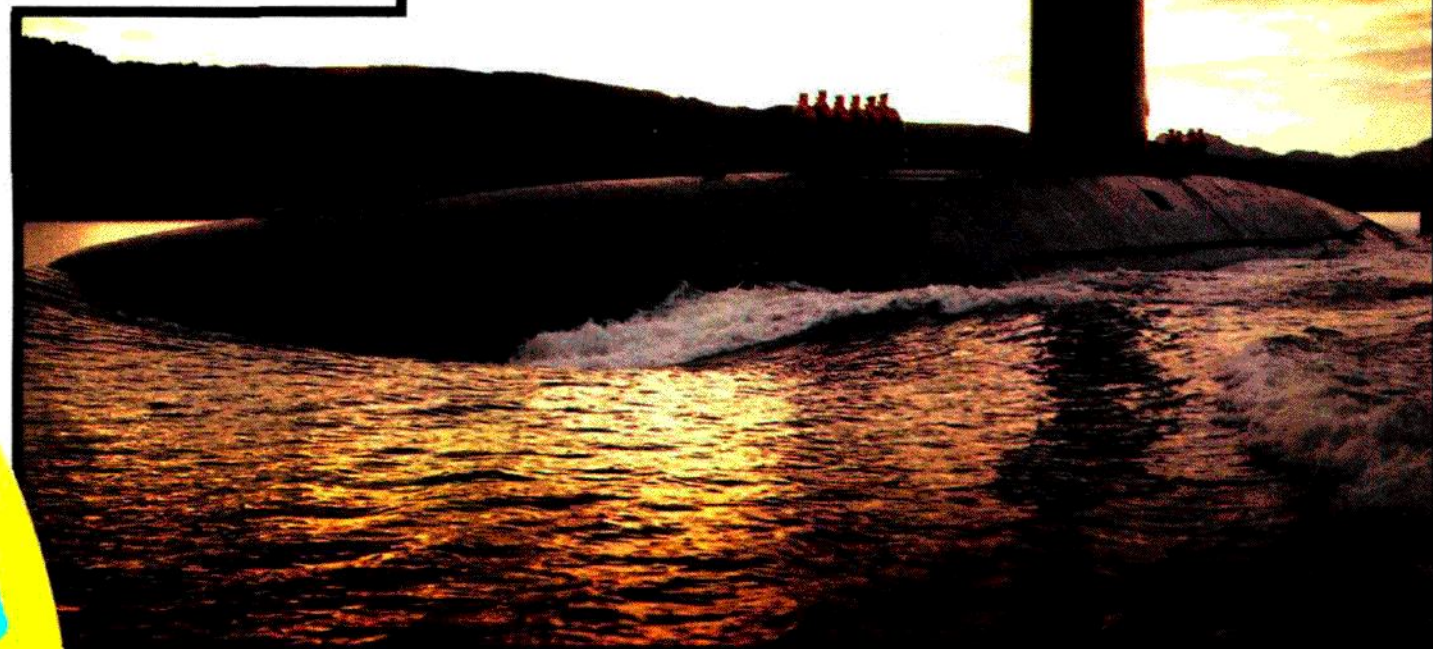
Individual Awards:

Colour: 1. L/Air(Phot) Craig Leask, HMS Neptune (Hasselblad camera sponsored by Hasselblad UK Ltd.); 2. POA(Phot) Barry Hill, HMS Rooke, (Eastman Trophy and cheque for £500, sponsored by Kodak Ltd.); 3. L/Air(Phot) Mick Grant, Fleet Photo Unit. (Bowens Studio equipment sponsored by Keith

Johnson Pelling Ltd.); 4. L/Air(Phot) Karl Webb, HMS Gannet (Nikon 601 camera, sponsored by Nikon UK Ltd.). Highly Commended — L/Air(Phot) Joe Wilkinson, HMS Heron and POA(Phot) Chris North, HMS Ark Royal.

Black and White: 1. POA(Phot) Chris North, HMS Ark Royal Leeds Excellent Trophy and Bronica ETR Si camera, sponsored by Leeds Camera Centre.; 2. L/Air(Phot) Paul Cowpe, HMS Daedalus (Cambo studio camera, sponsored by De Vere Ltd.); 3. L/Air(Phot) Paul McCabe, 42 Cdo (£250 cheque, sponsored by Ilford Ltd.); 4. POA(Phot) Brian Jones, 3rd Cdo Bde RM (Photographic books, sponsored by Solent Audio Visual Ltd.). Highly Commended: L/Air(Phot) Joe Wilkinson, HMS Heron and L/Air(Phot) Dave Parkyn, HMS Drake.

THE SHOTS



Pictures: Clockwise from top left.

● **CAT and Bird Game** — a Lynx helicopter swoops low over HMS Cormorant in the Straits of Gibraltar, action caught by POA(Phot) Barry Hill in one of the photos from HMS Rooke's winning portfolio.

● **WINNING smile** from L/Air(Phot) John Parker and POA(Phot) Barry Hill, whose portfolio of pictures retained the Peregrine Trophy for HMS Rooke for the second year.

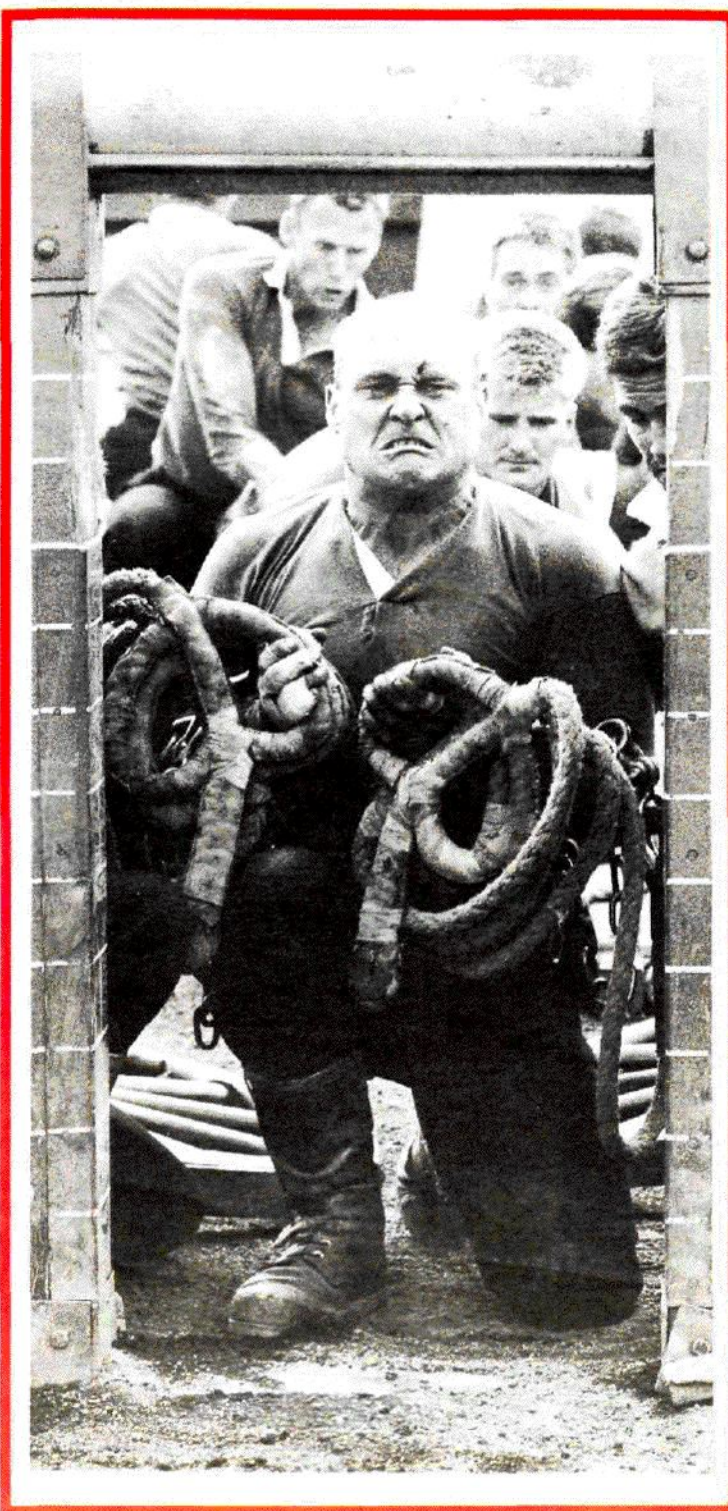
● **THE EERIE** evening glow on the waters of the Gareloch as the nuclear submarine HMS Courageous leaves for the open seas — an evocative picture which won first prize for colour photographs for L/Air(Phot) Craig Leask of HMS Neptune.

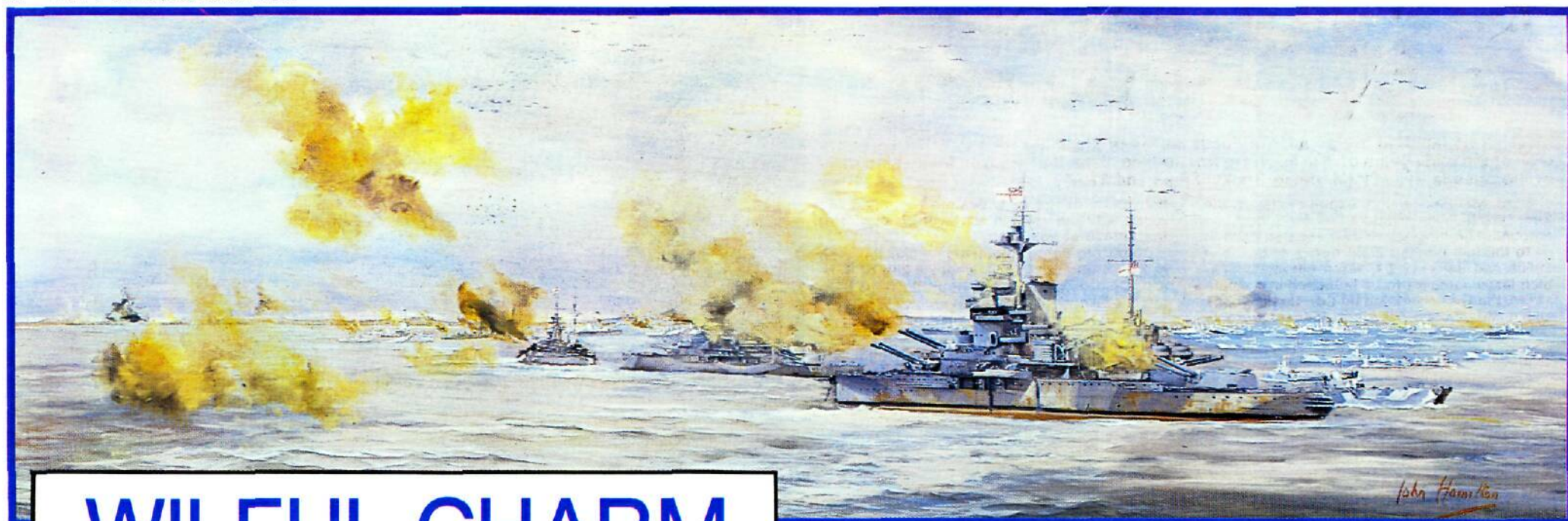
● **ONE for the ladies?** A gripping shot from LWren(Phot) Sally Stone of HMS Daedalus. No wonder that the Fleet Air Arm won every cup in the Field Gun Competition this year!

● **THIS** eye-catching shot of a Lynx helicopter being marshalled for night operations was another of the winning pictures by POA(Phot) Barry Hill in HMS Rooke's Peregrine Trophy-winning entry.

● **DANGER** — Men at Work. Portland firefighting team in action — winner of the 'People at Work' category for L/Air(Phot) Colin Burden, HMS Osprey.

● **MUGSHOTS**. Two from L/Air(Phot) Paul McCabe of 42 Commando, Royal Marines, part of his portfolio which won the Royal Ordnance award this year.





WILFUL CHARM OF OLD LADY WARSPITE

ONE OF the best-known — and best-loved — of the leviathans that embodied British seapower through two world wars is celebrated in *Battleship Warspite* (Arms and Armour Press, £18.50).

The second of the Queen Elizabeth Class, then the fastest and most powerful capital ships in the world, representing the peak of all big gun design, was launched in 1913 and would serve with distinction for 30 years.

But she was ever a capricious mistress. Even before the pounding she received at Jutland — during which her helm jammed and sent her on her famous "death ride" straight towards the enemy line — she suffered the first series of mishaps in a long chain of misfortunes that were to punctuate the whole of her long career, running aground off Dunbar and colliding with her squadron's flagship HMS Barham in the last months of 1915.

In fact the damage to her steering gear was never properly remedied and became a curse that dogged most of her 29 captains. Despite her refit in 1924-26 and complete reconstruction in 1934-37 she was always regarded as a bad sea boat — as, in fairness, were all her sisters.

Warspite would not fire in anger again until the Second Battle of Narvik when she helped sink eight German destroyers. It was almost 25 years to the day after Jutland that she suffered her next serious damage from enemy action when she was struck by a 500lb bomb off Crete on 22 May 1942.

She was also present at Calabria — almost single-handedly seizing control of the Mediterranean from the Italians — and Cape Matapan, where the devastating effect of her 15-inch salvoes was felt by the cruiser Fiume. There was more action off Libya, Normandy, Salerno and Walcheren — but the casualties she suffered in a series of spectacular actions were slight and she was a happy and efficient ship despite her wilful ways.

"When the old lady lifts her skirts she can run", Cunningham signalled her after she had successfully bombarded the Sicilian town of Catania preparatory to an assault by British troops, sprinting out from Malta with her aged engines forced eight revs over the maximum (contrary as ever, her steering gear had let her down at one point) and "The Old Lady" she was known as thereafter.

As befitted an old lady of character she was cantankerous to the end. On her way to the scrapyard in 1947 she ran on the rocks at Prussia Cove near Penzance and had to be dismantled there piecemeal, a process that took nearly ten years to complete.

She had her faults — but in a free flow of narrative illuminated by the recollections of her company — in which details of construction and refit are separately described — V. E. Tarrant puts up a solid case for "the greatest value for money of any battleship ever put afloat."

JFA

Above: D-Day naval bombardment. Warspite, Ramillies and the monitor Roberts bombard the beaches. Painting by John Hamilton.



At Your Leisure

Frigates assessed through the deeds of their captains

By the year of the Battle of the Nile the frigate had found its proper place in naval warfare as a maid of all work, equal to practically any task beyond a straight challenge to a ship of the line — though, given the right conditions, it could manage that, too.

Its story effectively spans the era of Nelson who valued its presence above all. "Were I to die at this moment," he wrote after his triumph at Aboukir Bay, "want of frigates" would be found stamped on my heart.

In *The Eyes of the Fleet* (Hutchinson £18.99) Anthony Price argues that nothing more completely sums up its fleet operational role than "the great might-have-been" of the Egyptian adventure. For with the benefit of a few more frigates Nelson might have caught Napoleon himself, out of his element at sea.

"Nothing better demon-

strates the difficulties of naval intelligence gathering and reconnaissance in those days of sail and slow communications than the complete failure of the greatest admiral of the age to intercept a convoy of 400 troop transports during its leisurely passage across the whole length of the Mediterranean Sea from Toulon to Alexandria, with a stop en-route to take Malta."

Millionaire

Command of such a ship was the essential first step towards fame and high rank — and considerable fortune for all. Prize money could make a young captain the 18th Century equivalent of a millionaire — and

even the hugely unequal division of the spoils could win Jack Tar the equivalent of 16 years' pay in an afternoon.

If he survived to collect, of course. But there is a certain injustice in the famous cartoon of the sailor praying that "the enemy's shot may be distributed in the same proportion" — for since fire was usually concentrated on the open and unprotected quarter deck, it often was.

In the hands of the Royal Navy frigates were outstandingly successful. Over the 22 years of the Napoleonic wars the British captured or destroyed 229 for the loss of only eight of their own.

The irony of the situation is that the enemy's frigates were almost without exception of better and more advanced design than their British counterparts — faster, bigger and able to carry a heavier armament.

"Nothing pleased a British captain more... than to be given command of a captured French ship — or for that matter, a Spanish one."

Abundant

We simply did not have enough oak — it took 2,000 trees to build a single ship of the line and we were forced to use (often inferior) imported timber. The French never had this problem; with nearly all the shipbuilding centres in Western Europe at their disposal, as well as abundant forests they could always replace their losses. Given that they also possessed excellent shipbuilders, it was obviously the quality of the manning that reversed the balance.

Price cites numerous instances of their excellence in this welcome popular history, treating the real-life exploits of such commanders as Pellew, Cochrane and Broke on equal terms with those of Hornblower. And as he says, since Hornblower is probably the best-known — "and therefore the most real?" — of all of them, why not?

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New Seedie catalogue is airborne

SEEDIE's List of Fleet Air Arm Awards 1939-69 (Ripley Registers £25), like its two predecessors dealing with naval awards in general for much the same period and submarine decorations awarded in the Second World War, is derived from the Naval Secretary's card index, begun in 1939 and maintained to this day.

Putting it together was complicated by the fact that by no means all who received awards in aircraft carriers or were based on Air Stations were members of the Fleet Air Arm.

Disembarked

Bill Chatterton Dickson has had to supplement his data base with frequent referrals to contemporary Navy Lists. The results are set out mostly by aircraft carrier but also by squadrons when disembarked, with the occasion for the award and, if applicable, the date of investiture.

Students of Eugene Esmonde's attack on the Schar-

horst, for instance, in which all six Swordfish of 825 Sqn were lost, may check the full list of decorations awarded to his aircrew.

Their names are among over 2,000 to be found in this fully indexed volume which includes foreign awards plus British awards to members of the Dutch, French, Norwegian and Yugoslav services and the US Navy Air Force.

Published to coincide with the 50th anniversary of the Fleet Air Arm's finest hour, the attack on Taranto, it may be obtained for an extra £2.50 from Ripley Registers at Dormer House, Tisbury, Wilts.

JFA

YACHTS & SHOTS

NOW almost required reading for yachtsmen, the *Macmillan and Silk Cut Nautical Almanac* has reached its tenth anniversary edition, celebrating a decade of soaring sales.

As ever the book — very good value at £17.95 — is jam packed with useful information, both for sailors staying in home waters and more adventurous spirits.

Weather, tide, safety and navigational data taken care of, the sailor may wish to turn to two other recent publications — *Camera at Sea* (by Jonathan Eastland, £19.95 hardback Ashford, Buchan and Enright) and *Lesley Black's Still Wet Behind the Ears* (an Adlard Cotes paperback at £3.99).

The advice for sea-going photographers in the former is accompanied with lavish examples of the author's skill. While the latter, illustrated with Mike Peyton cartoons, recounts the exploits of a family afloat.

PICTURE HISTORIES: FLEET AND FLIERS

TWO of the latest in the popular In Focus series of photo surveys of the Royal Navy look at the early years of *The Fleet Air Arm* and the ships that enjoyed their salad days in the decade 1920-29 (Maritime Books, £6.95 and £7.95).

From the hair-raising experiments of the First World War aviators — for whom no amount of landing space ever seemed enough — to the jam-packed flight decks of the later 1940s and early 1950s, when catapults enabled large numbers to be launched in a single strike, the first collection by Cdr. David Hobbs shows that each advance in technology only brought more attendant hazards to a marriage between old and new methods of warfare that at first seemed morganatic.

It quickly spelled the eclipse of the battleship, but it is remarkable that the rocky patches on the way never led to the final trauma of divorce, for Hobbs' choice concentrates heavily on the darker side of the union.

Of the pictures that deal solely with aircraft rather than ships that carried them nearly a

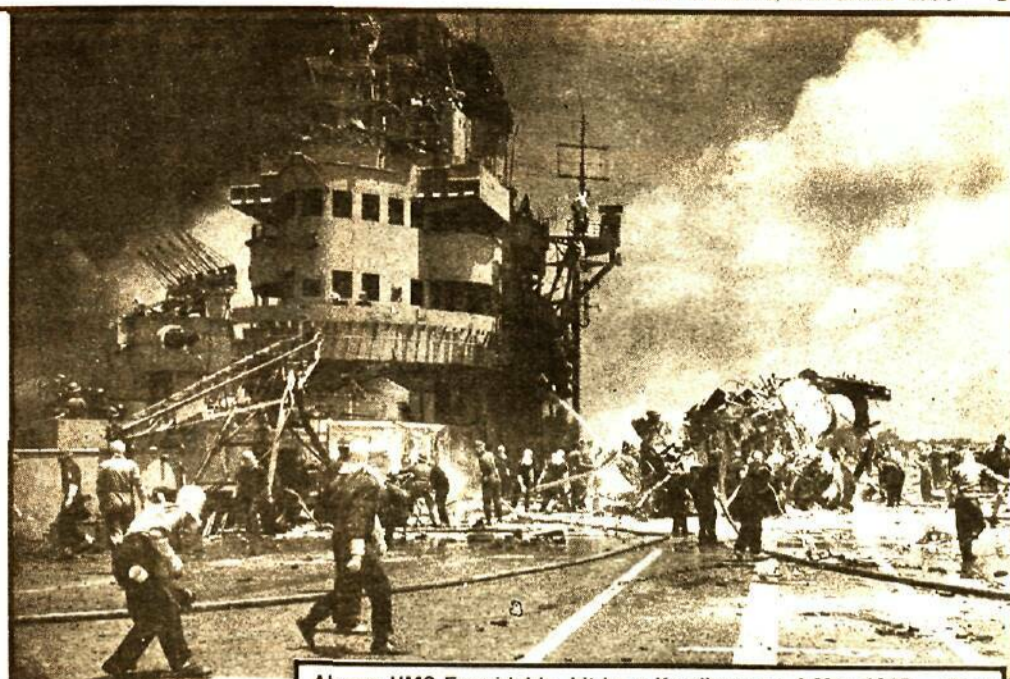
half show heaps of wreckage — taking the rough with the smooth will ever be the lot of the airman at sea.

There are lighter moments — like the view of HMS Furious in 1918, where a line of Sopwith Camels is protected from the wind by a fence of wooden palings set around the deck.

The second album, compiled by Lieut.-Cdr. Ben Warlow, draws on the famous archive of Wright and Logan, now preserved and enhanced by ex-RAF photographer Ron Forrest.

Razor-sharp half-plate glass negatives here reflect the might of the Fleet in the era when its role as the first ambassador of the Empire was highlighted by the hugely successful tours of the then Prince of Wales, which brought him to his peak of popularity.

JFA



Above: HMS Formidable, hit by a Kamikaze on 4 May 1945 — from *The Fleet Air Arm in Focus*.

This is the incident described in last month's review of *Operation Pacific* which author Edwyn Gray confused with HMS Victorious — whose gun crews we have thus offended. They point out that their CO was Capt. Michael Denny — not Philip Ruck-Keene, whom Mr. Gray has also assigned to HMS Victorious.



At Your Leisure



MARVELLOUS VIEW OF DEATH PUT RIGHT BY MOVIE

SEVENTEENTH century poet Andrew Marvell summed up one of the base reservations many of us have about death when he wrote, "The grave's a fine and private place, but none I think do there embrace." Only now does it become clear that Marvell failed to reckon on Patrick Swayze in *Ghost* which features the hulking hero as a murdered businessman whose spirit for some reason remains stubbornly earthbound.

Not until he meets Whoopi Goldberg, playing a dubious sort of medium, is he able to re-establish contact with the physical world, bring his killers to book and prove that old Marvell had been unduly pessimistic. The film's shrewd blend of thriller, comedy and fantastic special effects has reaped such a box office fortune that a procession of movies featuring lost souls and restless spirits may safely be anticipated.

Next, two films which showcase good, old fashioned, barnstorming star performances. In *Blaze* Paul Newman is a Louisiana politician whose career is put into hazard when he falls for a stripper named Blaze Starr. A mixture of corruption and integrity, of naivety and opportunism, the character is a gift for any actor, and Newman falls on the part like a gourmet freshly released from a starvation diet.

Newcomer Lolita Davidovich is equally impressive in the title role, the sort of rare soul who, faced with a case of wilting masculinity, does not sigh with exasperation, or mutter "Thank God for that."

but takes out her guitar and gives a sweet rendition of "on the Bayou", until such time as

Screen Scene

normal service has been resumed. Both she and the film are enormously likeable.

Cadillac Man stars Robin Williams pulling out all the stops as a car salesman on the edge of redundancy, with a clutter of girlfriends and ex-wives eating up his dwindling commissions.

However, desperate circumstances slide into the outright catastrophic when a lone loon packing an arsenal of bombs and weaponry takes over our hero's car showroom, holding him hostage along with a couple of his ex's, plus an assortment of customers in varying stages of hysteria. It's an exhausting, high-energy farce, allowing Williams the scope for a virtuoso display of acting technique.

It's rather a pity that *Grem-lins 2* was awarded a '15' Certificate, since the gleeful pleasure it takes in the process of destruction and just plain making a mess is something that would vastly appeal to the kiddy trade — admittedly, to what effect one shudders to think. As it is, the kid in all of us can enjoy this supreme example of childlike mayhem, as the malevolent fur-balls familiar from the original picture take over a high-tech skyscraper and during the course of the movie reduce it to shattered chaos. Christopher Lee, cheerfully sending up his "Mr. Horror" image, presides over the confusion.

Bird on a Wire, last and it must be admitted, least of this month's 16mm quintet is a comedy thriller whose makers evidently concluded that the presence of Mel Gibson and Goldie Hawn should suffice to keep most audiences happy, without having to take the trouble of devising anything particularly interesting for the couple to do. Up to a point, this is valid: the two stars go through their customary paces and none of their numerous fans will want to miss the picture. Still, a halfway decent script would have been considerate as well.

— Bob Baker

Sweethearts kiss and tell THE ROMANTIC SIDE OF WARTIME

WITH her girl-next-door charm and homely vocal style, Vera Lynn had an image any young serviceman could relate to.

In *Forces Sweethearts* (Robert Hale £15.95) Eric Taylor separates myth from reality in respect of a number of female wartime icons and sets them alongside a series of true-life romances — and produces a surprisingly similar range of experience.

Dame Vera's celebrity, acquired via the BBC, took her into the hearts of millions and, in person, to far-flung theatres of war. But she was typical in taking the plunge at a time when few young couples saw any point in long engagements, at once accepting the proposal of a young saxophonist who knew he would soon be in uniform.

Marlene Dietrich, the archetypal high priestess of Hollywood glamour, demonstrated her empathy with the boys in the backroom when she entertained the troops at Algiers.

Her show began with the doleful announcement that the star would be unable to appear as she had gone out to dinner with an Army Colonel — which the audience angrily accepted as a typical piece of poaching by the Brass.

But then the unmistakable deep voice rose from the back of the auditorium: "No — I am here." — and suddenly she was on stage, clad in immaculate khaki. Opening a small attache case she shook out a silky evening gown, peeled off her tunic and seemed about to change in full view of the by now ecstatic crowd "when she was discreetly led away to the wings..."

Returning to reality, the love lives of the ordinary combatants are no less interesting than those of the celebrities — such as Eisenhower's affair with his driver Kay Summersby, which is now well-known anyway.

Most compelling of all are the stories of escaped POWs who fell for the charms of the country girls who gave them shelter after the fall of Italy.

Ronald Hankinson, thwarted in his attempts to join his beloved Rosina — whom he had meanwhile married and who had already borne him a child

— went AWOL and was court martialled and sent home. Not until 1952 were they reunited.

Likewise travel writer Eric Newby, then serving with the Special Boat Service, would one day marry the daughter of a notably anti-Fascist schoolmaster who helped him escape after a failed operation against a Sicilian airfield.

But bureaucracy's efforts to scatter thorns in the path of true love were never more cruelly portrayed than in the harrowing experiences of the GI brides — "Some suffered the mortifying experience of stripping off all their clothes so

that a medical officer could shine a flashlight between their legs to check for venereal disease, whilst rows of American officers looked on..."

Persistence

This is just one unsavoury interlude in what is far from being a catalogue of roses round the cottage door stories. They do not all have happy endings — and those that do reflect the courage and persistence of the parties involved, suggesting that it must have been "deep stuff" indeed to surmount the difficulties they faced.

As a former journalist, Stuart Brown knew how to pull out all the stops to bring Dora Warrentin to his side. She had risked being sent to a concentration camp by befriending him when as a POW he came to work on her father's farm and they narrowly survived the horrors of the last months of the war when the land was overrun by Soviet troops.

In the end Brown had to enlist the aid of his MP to enable Dora to join him back home in Berwick-on-Tweed. They were married in 1946 — on St Valentine's Day. JFA.

Leading ladies



TWO women who've made the sea their career met up at a leadership seminar organised by Bridford Career Management Ltd.

Yachtswoman Tracy Edwards recounted her experiences captaining Maiden, the only entry in the Whitbread Round the World race crewed entirely by women.

And giving the vote of thanks was Director WRNS Commandant Anthea Larken, who added a personal thank-you when Tracy (right) presented her with a copy of her book.

The evening was chaired by Rear Admiral Jeremy Larken.

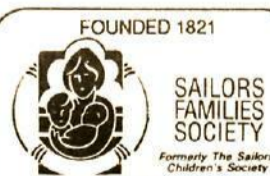
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Notice Board

Points

TO PROVIDE more up to date roster information, this column will now reflect the total points and basic dates of the men and women at the top of each advancement roster for petty officers and leading rates as at the first of the month of publication in Navy News.

So the advancement roster state printed here reflects roster states at January 1 1991. In this transitional column the figure following the points or basic date is the total number of B13s issued in November and December 1990.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in basic date order. Dates shown against 'Int' rosters are the basic dates of the top eligible personnel.

It should be noted that the Nov. 1990 award of C281 merit points are not applied to the roster until Feb. 1 1991.

PO(EW)(RS)(W) — Int (29.9.89), 1; LS(EW)(L)(O)(W) — Dry, 5; PO(M) — Int (16.3.90), 8; LS(M) — Int (8.6.90), 21; PO(R) — Int (30.9.88), 8; LS(R) — Dry, 24; PO(S) — Dry, 5; LS(S) — Int (28.9.90), 16; PO(D) — Int (8.12.89), 1; LS(D) — Int (11.8.89), 5; PO(MW) — Dry, 2; LS(MW) — Dry, 4; PO(SR) — Int (9.6.89), Nil; LS(SR) — Int (9.6.89), Nil; PO(SEA) — Int (17.3.89), 5; CY — 143, 1; LRO(T) — Int (6.6.89), 7; RS — 101, 7; LRO(G) — Int (5.9.90), 21; POPT — 349, 4; RPO — Int (7.8.88), 9.

PO(ME)(L)(GS) — Int (7.12.89), 3; LMEM(L)(GS) — Int (21.9.89), 18; PO(ME)(M)(GS) — Int (11.7.88), 31; PO(ME)(O)(GS) — Int (11.12.89), 1; LMEM(O)(GS) — Int (18.10.89), 19; PO(ME)(R)(GS) — Int (1.5.90), 23; LMEM(R)(GS) — Dry, 29; POCA — Int (19.10.89), Nil; POCK(GS) — 161, 4; LCK(GS) — 91, 16; POSTD(GS) — 486, 1; LSTD(GS) — Int (20.6.89), 8; POSA(GS) — 335, 6; LSA(GS) — Int (22.2.90), 20; POWTR(GS) — Int (28.3.90), 5; LWTR(GS) — Dry, 1; POMA — 158, 11; LMA — Dry, 8.

PO(S)(SM) — Dry, 5; LS(S)(SM) — Int (2.9.88), Nil; PO(TS)(SM) — Int (17.7.90), 1; LS(TS)(SM) — Dry, 1; RS(SM) — Int (14.6.88), 1; LRO(SM) — Int (6.6.89), Nil; PO(ME)(L)(SM) — 199, 3; LMEM(L)(SM) — Int (11.5.89), 11; PO(ME)(M)(SM) — 622, 1;

LMEM(M)(SM) — 345, Nil; POWEM(O)(SM) — Int (5.7.88), Nil; LMEM(O)(SM) — Int (18.6.88), Nil; POWEM(R)(SM) — Int (3.7.90), 2; LMEM(R)(SM) — Int (8.12.88), 2; PO(UW)(SM) — Dry, Nil; POSA(SM) — Int (20.2.90), 1; LSA(SM) — Dry, Nil; POWTR(SM) — Int (26.1.89), 1; LWTR(SM) — Dry, Nil; POCK(SM) — Dry, 2; LCK(SM) — 438, Nil; POSTD(SM) — Int (20.10.88), Nil; LSTD(SM) — 222, Nil.

POA(AH) — 428, Nil; LA(AH) — 628, 1; POA(METOC) — 327, 3; LA(METOC) — Int (12.10.90), 1; POA(PHOT) — 676, 7; POA(SE) — 230, 1; LA(SE) — Int (11.7.88), 1; POACMN — 497, Nil; POAEM(M) — Int (30.6.88), 3; LAEM(M) — 301, 8; POAEM(R) — Int (9.3.89), 3; LAEM(R) — 191, 8; POAEM(WL) — 119, 1; LAEM(WL) — 455, 6; POAC — Dry, 4.

POWREN(R) — Int (6.3.89), 2; LWREN(R) — Int (7.11.88), 7; POWREN(RS) — Int (14.6.88), 1; LWREN(RS) — 83, 5; POWREN(RT) — 135, Nil; RPOWREN — Int (8.11.88), 1; POWRENCK — 278, Nil; LWRENCK — Int, Nil; POWRENSTD — 432, Nil; LWRENSTD — 391, 1; POWRENSA — 254, 1; LWRENSA — Int (22.6.89), 2; POWRENWTR — Int (28.2.89), 1; LWRENWTR — Dry, 4; POWRENWTR(G) — Int (10.2.89), Nil; LWRENWTR(G) — Dry, Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Int (16.6.89), 4; POWRENPHOT — 288, Nil.

POWRENAEM(M) — 252, 4; LWRENAEM(M) — 292, 5; POWRENAEM(R) — Dry, Nil; LWRENAEM(R) — Int (7.7.89), Nil; POWRENAEM(WL) — Int (9.3.89), Nil; LWRENAEM(WL) — Int (29.9.88), Nil; POWRENETS — Int (27.10.88), 2; LWRENETS — Int (20.6.89), 7; LWRENETS — 449, Nil; POWRENWA — Int (21.6.88), Nil; LWRENWA — Int (23.5.89), 1; POWRENHYG — 211, Nil; POWRENDSDA — Int (19.9.90), 1; LWRENDSDA — Int (3.8.88), 2; POEN(G) — 414, 4; LEN(G) — Int (19.6.90), 7; PORGN — Dry, 1; LMA(G) — Dry, 2.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22: POWREN QA — Dry, Nil; POWREN MT — 523, Nil; POWREN TL — 787, Nil.

Appointments

Second Sea Lord named

VICE-Admiral Sir Michael Livesay is to become Second Sea Lord from April 30 in succession to Admiral Sir Brian Brown. The appointment is also as Chief of Naval Personnel and Admiral President Royal Naval College, Greenwich, and carries with it membership of the Admiralty Board.

Vice-Admiral Livesay joined the Royal Navy in 1952 and as an aircraft direction specialist served in HMS Hermes, HMS Aisne and in 893 Squadron embarked in HMS Victorious.



● Vice-Admiral Sir Michael Livesay.

His commands have included HM ships Hubberston and Plymouth, and later he took up the dual appointments of Captain Fishery Protection and Captain MCM. In 1979 he was appointed to stand by HMS Invincible, building at Barrow, and took command of her acceptance into the Royal Navy.

Later appointments included Director of Naval Warfare, Flag Officer Sea Training and Assistant Chief of Naval Staff. He took up his present appointment as Flag Officer Scotland and Northern Ireland in February 1989.

Rear-Admiral D. S. Dobson, whose most recent appointment has been as Naval Secretary, is

to be promoted vice-admiral on Jan. 27 and to be Chief of Staff to Commander Allied Naval Forces Southern Europe in succession to Vice-Admiral Sir Norman King.

Other appointments recently announced include:

Capt. P. K. Haddacks, Captain of the Fleet, April 12.

Capt. P. R. Sutermeister, Mercury in command, March 19.

Cdr. C. C. Peach, Charybdis in command, Feb. 6.

Cdr. J. Welch, Lancaster in command, June 4.

Cdr. C. P. R. Montgomery, Beaver in command, April 30.

Cdr. P. Lambert, Tireless in command, July 16.

Lieut. Cdr. N. C. Funnell, Hurworth in command, April 9.

Lieut. J. F. Blunden, Wilton in command, Jan. 8.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in December:

OPERATIONS BRANCH

(SEAMAN GROUP)

To CPO(OPS)(EW) — D. Ledger (Nelson). To CPO(OPS)(S) — R. A. Antcliffe (Dryad), R. Worsey (Ark Royal), T. G. Brown (Gibraltar NB).

To CPO(D) — A. J. Moss (Neptune), K. L. Barratt (FOST).

To CPO(SR) — M. J. Slater (Hecate).

(COMMUNICATIONS GROUP) and PT. To CRS — D. P. Rhatigan (Cambridge), C. E. L. Rawson (RNR CTC Wildfire), S. Clayborough (CINCFLCET).

To CPOPT — T. C. Bevel (Nelson).

MARINE ENGINEERING

To CMEM(M) — A. P. Rodgie (Flt. Eng. Rosyth), L. C. Jacobs (Sultan).

WEAPON ENGINEERING

To CWEM(O) — K. D. O'Reilly (Collingwood), B. J. Wakefield (Nelson NB), P. S. Kindon (Soberton), A. R. W. Day (Manchester), N. E. Dawson (RNR London), D. K. Oldridge (Collingwood).

SUPPLY AND SECRETARIAT

To CPOSTD — A. J. F. Davey (Nelson), R. A. Stewart (Cleopatra), A. G. Frowde (Battleaxe).

To CPOWTR — J. D. Edge (UKSU IBERLAND), G. Bower (Sultan), R. Thomas (MOD 2SL).

SUBMARINE SERVICE

To CRS(SM) — P. R. W. Hubbard (ACE SRGN Italy).

To CMEM(M)(SM) — D. W. Jackson (Dolphin SM).

FLEET AIR ARM

To CPOACMN — J. P. Spencer (Heron).

To CAEM(M) — R. P. Beer (Lee BDN), D. Broly (Heron), G. Harris (RNAS Portland).

To CAEM(R) — B. C. Smith (RNAS Portland), M. J. Easthope (Daedalus AES), A. W. Charlton (FONA), P. J. Togneri (Lee BDN).

To CAEM(WL) — A. Marsden (RNAS Portland), P. S. Conway (Seahawk), T. Quinn (Daedalus AES).

WRNS BRANCHES

To CWRENREG — M. F. Herd (MOD DNR Outposts), L. K. Collins (JAAC Farnborough).

To CWRENAEM(M) — J. A. Halford (MOD

DNR Outposts). To CWRENFS — J. Easton (Drake). To CPOEN(G) — B. H. Crean (RNH Haslar), M. S. Smith (RNH Haslar).

CHIEF PETTY OFFICER TECHNICIAN HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in October and November:

ACPOCT(A) — A. C. Morrison (Brave). CPOCT(L) — M. A. Parkinson (Coventry). MT1 — M. J. Healy (Cochrane).

CHIEF PETTY OFFICER ARTIFICER HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in October and November:

CPOMEA — C. M. Dalton (Nelson NB), S. Eap (Sultan), D. Johnstone (Sultan), K. A. Smith (Repulse Stbd), C. R. Wise (Dane).

ACPOMEA — M. C. Cushing (Sultan), C. R. Faulkner (Flt Eng FEDC), S. Horne (Defiance FMB), P. McAndrew (Sultan), S. Williams (Dolphin SM).

ACPOMEA(L) — I. W. Holland (Birmingham).

CPOMEA(WL) — S. J. Cameron (829 Flt 203).

CPOMEA(M) — D. H. Nichols (819 Sqn), R. Procter (RNAS Portland), K. Stokes (DGA/NJASE MASU).

CPOMEA — A. G. Ashford (Resolution Stbd), M. Dixon (Dolphin SM), N. J. Fenner (Splendid), R. Johnson (Phoebe), S. J. Keenan (Swiftsure), W. D. Naagus (Dolphin SM), D. J. Philpot (CWTA Portsmouth), A. J. Randles (Collingwood), P. P. Reid (Torbay), J. Salt (Portsmouth FMRO), A. J. Simpson (Splendid), T. W. Smoker (FOSM Gosport), A. B. Taylor (York), S. G. Whitehorn (Torbay).

ACPOMEA — S. B. Creek (Repulse Stbd), A. S. Powell (Neptune NT), A. M. Sellers (Revenge Port).

ACTING CHARGE CHIEF ARTIFICER Authority was issued by HMS Centurion in December for the following ratings to be promoted to acting charge chief artificer:

To ACCAEA(M) — N. A. Fraser (826 Sqn).

To ACCAEA(R) — P. R. Zahan (814 Sqn).

To ACCMEA — G. R. Ford (Trafalgar), R. Metcalf (Bristol), P. J. Turle (Charybdis), R. J. Stone (Bristol), T. Martin (Intrepid), P. J. McMillen (Jupiter).

SD List

THE following Warrant Officers have been selected for promotion to Acting Sub-Lieutenant on the Temporary Special Duties List to date June 10, 1991 (specialisations in the new rank follow the names):

WO(OPS)(S)(SM) M. G. Maddock, (X)(S); WO(MW)(J) J. Turnbull, (X)(MW); WO(RS) M. S. Payne, (X)(C); WO(RS)(W) G. P. Lynch and WO(RS)(W) C. S. Mayall, (X)(EW); WO(WEM)(SM) M. J. Allen, (E)(WESM); WOMEA D. W. Stamp, (E)(ME); WOMEA(SM) B. G. Grant, (E)(MESM).

The following promotions on the same list are to date from September 2, 1991:

WO(CA) D. G. Potter, (S)(CA); WO(SA) J. Coughtrie, (S)(S).

Swop Drafts

LRO(G) Wood, 3E Mess HMS Edinburgh. Will swop for any Type 22 but will consider any ICS2A/3 ship.

POMEA(M) Coleman, HMS Brave. Passed for CPO and drafted to HMS Neptune in Feb. Will swop for any shore base in south of England (tel. 0752 783436).

AB(MW) Curran, HMS Cuxton, drafted to SNONI shore staff in May. Will swop for any Scottish shore draft or ship in refit.

LMEM(L) Marshall, 3G Mess, HMS Broadword, deploying Jan. Will consider any swop.

NA(AH) Caseley, Fire Station, Culdrose, ext 7108, drafted 845 Sqn. in April. Will swop for any Culdrose front line unit.

STD Welch, Wardroom, HMS Raleigh, drafted to HMS Argyle. Will consider any draft.

S(S) Brunton, HMS Cardiff. Will swop for any Rosyth-based ship (Type 42 destroyer or shore draft) or any ship in refit.

AB(R) Aird, (tel. 0705 679825) drafted to RNAS Portland, Feb. 91. Will swop for any AB billet in Portsmouth area.

CWRENWTR(G) Price, CINCNAVHOME (Reserves)HMNB Portsmouth ext 24462, drafted HMS Warrior Mar. Will swop for any Portsmouth draft.

CPOMEA(EL) McAndrew, Morrel Block, HMS Sultan, drafted HMS Alacrity, July. Will swop for any Portsmouth-based Type 42 or CVS. Tel. HMS Sultan 2075.

LS(S) Black, HMS Jersey. Will swop for any Scottish shore base or re-fitting ship.

AB(EW) Stanley, HMS Intrepid, 2E-1 Mess, joining HMS Marlborough Feb. will swop for any Portsmouth or Scotland based ship.

LS(M) Clarke, 3D Mess HMS Alacrity, deploying July. Will swop for any Portsmouth-based ship.

AB(M) Jordan, HMS Kent (Whale Island) drafted to HMS Guernsey, in April. Will swop for any Portsmouth-based Type 42/Leander. (Small Ships' Armourers Course qual. required).

AMEM(M)1 Harper, 3N2 Mess, HMS Fearless, deploying May. Will swop for any Devonport shorebase or ship refitting, preferably HMS Illustrious.

ASTD Bristow, 3E2 Mess, HMS Scylla, deploying May. Will swop for any Portsmouth-based ship, excluding frigates.

SA Gowers, HMS Marlborough, (tel. 091 295 0295 ext 3002). Will swop for any Devonport or Portsmouth ship deploying.

RO(G) Blackshields, 3H2 Mess, HMS Campbelltown, deploying Jan-May. Will swop for any Rosyth-based ship.

LSTD Ferneyhough, FO Plymouth, ext 3505. Will swop for any shore base, Plymouth preferred.

Awards

AWARDS to Royal Marines personnel announced recently for distinguished service in Northern Ireland include:

OBE: Lieut. Col. D. A. S. Pennefather. Mentioned in Despatches: Maj. R. G. T. Lane, Maj. A. C. Roy, Capt. Q. R. C. L. Travis, and Cpl. C. B. Taylor.

SSAFA's on the road to success

THANKS to the Navy Flt. Lieut. Rob Carroll, of RAF Holton, Bucks, drove off with the first prize in SSAFA's annual lottery — his ticket, which won him a Peugeot 205 Cabriolet, was drawn by LWREN Ruth Fegan!

The "Star Car" draw proved to be a great success raising £38,000 for SSAFA.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Frances (35), Uttroxtet, Stafford. Lesley (31), Crews, Cheshire. Anne (38), Alva, Clackmannanshire. Clare (19), Wigston Magna, Leics. Lorraine (23), York. Helen (23), Felixstowe, Suffolk. Tracey (26), Kings Lynn, Norfolk. Kate (25), Liverpool. Norma (21), Castleford, Yorks. Jayne (19), Cowes, Isle of Wight.

Christina (22), Mobile, Alabama, U.S.A. Beverley (31), Bournemouth. Dorset. Jackie (25), Nottingham. Hayley (20), Flint, Clwyd. Karen (27), Plymouth. Devon. Caroline (30), Redditch, Worcs. Tracy (22), Thornley, Co. Durham. Gina (28), Weston-super-Mare. Debbie (26), Barnet, Herts. Dawn (24), Gosport, Hants.

Sharon (27), Chelsea, London. Lynda (24), Streatham, London. Helen (17), Sale, Manchester. Joanna (21), Hounslow, Mddx. Bev (23), Whitley, Yorks. Tracy (23), Scunthorpe, S. Humberside. Julia (27), South Shields. Angela (19), Ryhope, Sunderland. Helena (32), Chelmsford, Essex. Lisa (20), Southampton.

Lisa (18), High Wycombe, Bucks. Suzanne (20), Lampeter, Dyfed. Angela (31), Sheffield. Jean (30), Thamesmead, London. Samantha (17), Birmingham. JoAnn (21), Blackwood, Gwent. Teresa (31), Gosport, Hants. Mandy (26), Grays, Essex. Joanne (23), Ilkeston, Derby. Lisa (18), Hednesford, Staffs.

Carolyn (25), Jarrow, Tyne & Wear. Shelley (23), Weston-super-Mare. Mandy (24), Newcastle-on-Tyne. Tracy (25), Birmingham. Mrs M. (53), Wood Green, London. Sharon (22), Billingham, Cleveland. Sue (21), Leek, Staffs. Lisa (17), Pontefract, Yorks. Michelle (17), Stanfold-le-Hope, Essex. Debbie (22), Maidenhead, Berks.

Gloria (39), Southampton. Gillian (27), Lee-on-Solent, Hants. Julie (16), Coventry. Michelle (19), Ellesborough, Bucks. Angela

(23), Wigan, Lancs. Carol (35), Doncaster, Yorks. Debbie (19), Plymouth. Francesca (25), Cardiff. Lorraine (29), Portsmouth, Hants. Pauline (42), Blackpool, Lancs.

Diane (26), Northampton. Kerry (23), Plymouth. Helen (26), Southampton. Joan (33), Liverpool. Maxine (21), Spondon, Derby. Jackie (18), Hamilton, Lanarkshire. Julie (28), Manchester. Hazel (36), Wisbech, Cambs. Pauline (45), Warrington, Cheshire. Tracey (17), Birmingham. Sarah (16), Birmingham.

Kerry (17), Ilkeston, Derby. Julie (34), Southsea, Hants. Lucille (21), Bournemouth. Dorset. Lynne (27), Hebbden Bridge, Yorks. Maria (29), Swindon, Wilts. Karen (21), Kennington, London. Rebecca (20), Chatham, Kent. Karen (25), Rotherham, Yorks. Josie (21), Downham Market, Norfolk. Kath (36), Walton-on-Thames, Surrey.

Nikki (29), Portsmouth, Hants. Janet (25), Coventry. Sharon (32), Walton-on-Thames, Surrey. Alison (26), Chatham, Kent. Deana (17), Norwich. Dawn (21), South Shields. Tyne & Wear. Pauline (32), Huyton, Merseyside. Linda (38), Cheltenham, Glos. Jennifer (17), Nottingham. Yvonne (33), Brynsiencyn, Anglesey, N. Wales.

Wendy (19), Dunfermline. Joanne (17), Newport, Gwent. Moira (29), Glenrothes, Fife. Laura (16), Stanfold-le-Hope, Essex. Sue (25), Blyth, Northumberland. Miss J. (24), Sleaford, Lincs. Julia (24), Plymouth, Devon. Karen (26), Cowcliffe, Yorks. Tracy (19), Normanton, Yorks. Sharon (23), Burgess Hill, Sussex.

Vivien (16), Keighley, Yorks. Bethan (15), Pwllheli, Gwynedd. Maria (40), Croydon, Surrey. Julia (23), Woodford Green, Essex. Lorna (43), Shaftesbury, Dorset. Donna (26), Gosport, Hants. Kim (31), Cheltenham, Glos. Louise (19), Coventry. Carol (24), Plymouth, Devon. Joanne (20), Ambleside, Cumbria.

Denise (23), Harlow, Essex. Morag (26), Glasgow. Janice (26), Hartlepool, Cleveland. Julie (23), Newton Aycliffe, Co. Durham. Wendy (20), Amersham, Bucks. Karen (18), Wimbledon, London. Kim (19), Crawley, Sussex. Maureen (19), Glasgow. Candy (23), Sutton, Surrey. Sue (26), Wimbledon, London.

Deaths

A. S. Evans, LCPL 42 Cdo, RM, Nov. 19. M. A. Hill, MNE 40 Cdo, RM, Nov. 23.

Sir George Raper, KCB, Vice-Admiral (retd), Director-General Ships 1968-74. Second World War service included engineer officer of cruiser HMS Edinburgh when lost on Russian convoy duty. Mentioned in Despatches. Later appointments included Commander (E) of HMS Birmingham, command of HMS Caledonia, and Director of Marine Engineering, Aged 75.

R. L. B. Cunliffe, CBE, Capt (retd), Served at Jutland. Later appointments included Captain BRNC Dartmouth, command of HMS Illustrious and Commodore RN Baracks Devonport. Captained Navy at cricket. Aged 95.

R. H. C. Wyld, DSC and Bar, Capt (retd), Served 1926-59, appointments including command of HM ships Foxhound, Echo, Charity and Warrior, and of the HMS Terror naval base. Aged 78.

W. A. Dallmeyer, DSO, Capt (retd), TAS officer. Appointments included command of HM ships Highlander and Venerable, and later of HMS Lochinvar minesweeper base and Flinders naval depot in Australia as commodore. Aged 89.

R. S. Horton, DSM, Ex-CPO, Served 1928-53. Aged 77.

A. W. Buckland, Ex-CPO, Served 1944-63, including HM ships Triumph, Glory and Superb.

J. A. Chalmers, Ex-PO, Served 1937-47, including HM ships Ajax (River Plate), Tyne, Penn and Kelvin.

D. Noonan, Ex-CPOAF. Served 23 years, including HM ships Albion, Eagle and Ark Royal. Aged 61.

J. M. Airey, Ex-Seaman Gunner. Service included HMS Caledonia, Royal Oak, Rodney, Caradoc and Hermes.

D. Porter, Service included HM submarines Proteus, Tribune, Scythian, Trident and Upright. Member Nottingham SOCA. Aged 67.

P. W. Kitchin, MBE, Ex-FCCY, Served 1942-77, including HM Ships Dido and Ajax.

ROYAL NAVAL ASSOCIATION The deaths are reported of the following shipmates:

V. Boughey, Waterlooville and Cambridge, Aged 74.

L. Ward, DSM, founder member Colchester. Served 25 years, including Narvik, Mediterranean and Far East. Aged 88.

B. Collings, Beccles. Served in both World Wars. Aged 89.

R. H. Aland, Hunstanton. Served 1940-46. Aged 67.

W. R. Proud, Capt. RNR (retd), President Barry. Ships included HMS Newcastle (1937).

W. J. Webber, Gravesend. Ships included HMS Resolution.

C. Bailey, Margate.

W. Johnson, Atherton. Aged 71.

P. Pearce, Watford. Aged 61.

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Bosun's Call



Atlantic crossing for Wearsiders

NEW friendships were forged and mementos exchanged when shipmates Syd Shilling, Dave Clement and Albert Hindmarch, of Wear branch, attended the International Naval Reunion in Vancouver and Seattle.

The visitors were warmly welcomed and thank their Canadian hosts for the hospitality extended, especially Shipmate George Watson, president of Duncan branch. Having attended a previous reunion in Sydney, Australia, the Wear group now look forward to a "home venue" in 1992.

□ □ □

A social evening enjoyed by shipmates, including representatives of other ex-Service organisations, marked the silver jubilee of Cwmbran branch. Among those attending the celebrations were Shipmates Ron Warner of Barry branch, Lofti Cobbold, chairman No 7 Area and Tom Davies, chairman of the national council. During the evening an inscribed tankard was presented to founder member, Shipmate Clive Sutton and a 25th year scroll to the branch president, Capt. Louis Sheppard. Regretably the oldest member, and vice-president of the branch, Shipmate Jack Strath, now in his 107th year, was unable to attend.

□ □ □

The tenth annual dinner dance, organised by Gravesend and attended by 152 shipmates and guests was a great success. A raffle raised £254 for the association's charities — thank you to all who donated the prizes. For their stalwart support for the branch, certificates of appreciation were presented to Shipmates Sheila Forder, Maisie Wilkinson and Pat Bostel. Because of illness the branch president, Shipmate Rear-Admiral John Bell was unable to attend. His fellow shipmates wish him speedy recovery.

□ □ □

As a thank you for all her hard work Shipmate Audrey Lawson, secretary Durham City, was presented with a lead crystal vase at the branch Trafalgar Night dinner. On behalf of the WOs' and CPOs' Mess, HMS Cochrane, Shipmate Lawson was also ceremoniously presented with a broom! The branch also hosted members of the ship's company HMS Invincible when a party travelled

BRANCH NEWS



FIVE old shipmates of HMS Actaeon, South Africa Station 1947-49, were reunited for the first time in over 40 years at a surprise party to mark the 80th birthday of Shipmate Bert Calcutt, treasurer of the Cape Town branch.

The ex-Actaeons are, standing, from left, ex-POs P. Knott, S. Hall, ex-CPO D. Chinn and, sitting, ex-AB G. Dolan and ex-CPO Bert Calcutt.

from Portsmouth to take part in the Remembrance Day parade.

□ □ □

Trafalgar Night was marked by Hanworth branch with a parade and a service in All Saints' Church. The service was conducted by the Rev. Anthony Fletcher assisted by the branch padre the Rev. Paul Williamson. The guest of honour was Capt. P. Vincent RN (ret'd) who was accompanied by Mrs. Vincent.

□ □ □

The Southern Ontario branch Trafalgar dinner-dance, held at the Toronto Naval Club, was attended by 126 members and guests. The guest of honour was Capt. Paul Boothstone, Naval Adviser, Ottawa.

□ □ □

Members of Aldershot joined

members of the Royal Lifeboat Institution at a Barn Dance at TS Swiftsure, which raised £300 for the RNLI.

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For the second successive year, members of Purley, along with those of the Whyteleafe Royal British Legion, raised sufficient funds to send three sea cadets for training on board TS Royalist.

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The newly commissioned Paddock Wood branch in Kent is off to a flying start having already recruited 40 members. They meet on the second Monday, at 2000 hrs at the Paddock Wood Social Club and extend a warm welcome to new recruits.

□ □ □

At Wallasey Trafalgar Night

dinner and social life membership was awarded to Shipmates Robert Garland and Joseph Lynch for their work on the committee. Shipmate Gerald Ling was also honoured with a certificate of appreciation.

The branch celebrated their silver jubilee in November and a certificate from Headquarters to mark the occasion was presented to branch vice chairman, Shipmate C. L. Boyer by Shipmate Tom Gallagher, national council member No 10 Area.

There was a big turn out on the following day for the laying up of the old standard at St. John's Church, with Shipmates from branches throughout the Area taking part in the parade which followed. The salute at the march past was taken by the Mayor of Wirral accompanied by members of No 10 Area committee.

□ □ □

Shipmate Curly Morris, of Frome, has taken a shine to his ex-service colleagues by repairing and polishing their war medals. Curly replaces faded ribbons and buffs up medals for parades, services and dinners and was overwhelmed by the response to his service, especially in the run up to Remembrance Day. A founder member of the North Russia Club, Curly joined the Navy at 16 serving in Arctic waters on board HMS Jamaica and seeing action against the German battleship, the Scharnhorst. His own medals include the Atlantic medal, Victory medal and Palestine 1945-48.

□ □ □

Prior to Christmas Deal and Walmer branch held a social evening during which the Dover Sea Cadet Corps was presented with a £50 cheque to help pay for some urgent repairs to their headquarters buildings. A further cheque was presented by the Burma Star Association and money was pledged by the Dover Royal Air Force Assn. A collection held at the social raised a further £50. Plaques were also presented to T.S. Lynx, the Burma Star Assn, the Royal British Legion, the Dover Royal Air Force Association and the Normandy Veterans Association by the chairman of Deal and Walmer, Shipmate Mick Spicer.



BRISTOL BELLE IN THE CHAIR

BOASTING the best-looking chairman in the country is the South Bristol branch which has recently commissioned.

Chairman Jill Dutton-Burden — whom the branch believe to be the first lady chairman to commission — was proposed at South Bristol's headquarters HMS Flying Fox where over 300 shipmates had gathered for the ceremony.

Among those attending were NCM Chairman Tom Davies, NCM No 4 Area Commissioning Officer Ron Tremlett and Area Chairman Charles Thompson (Portland) as well as shipmates from as far afield as Birmingham, Gloucester and Yeovil.

The branch meets on the second Friday in the month at HMS Flying Fox and would welcome visits from other branches.

Picture: Bristol United Press Ltd.

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Medals for Ajax shipmates

FIFTY-ONE years after an earthquake destroyed the city of Concepcion in Chile two shipmates from the Aber-

gavenny branch have been awarded medals by the Chilean government for assistance given by the ship's

company of HMS Ajax. Ex-POs Gordon Jones and Sid Barnes were on board the cruiser HMS Ajax, pictured

left, during a courtesy visit to Concepcion in January 1939.

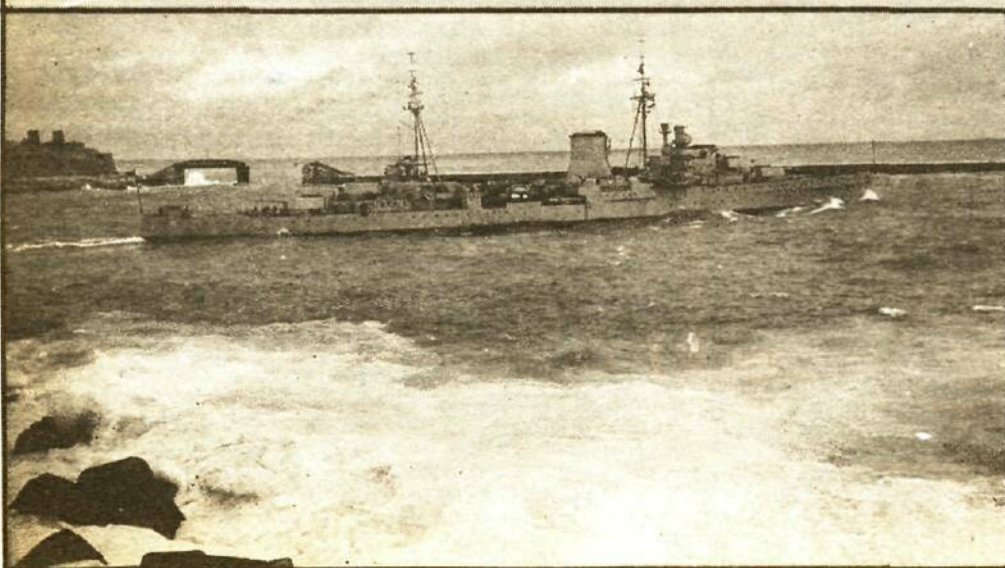
When the earthquake struck Shipmates Jones and Barnes, along with members of the ships' companies of HM ships Ajax and Exeter, helped dig out the victims and transport women and children to Valparaiso.

Victim's clothes

The ships' galleys provided food for the survivors and makeshift clothes were given to many of the victims.

In recognition of the help given medals were struck to be awarded to the ships' companies and Shipmates Jones and Barnes were presented with their medals by the Mayor of Abergavenny, Cllr. Derek Bowen.

After the ceremony shipmate Ken Howard presented a plaque to the two veterans depicting the badges of HM ships Ajax, Exeter and Achilles.





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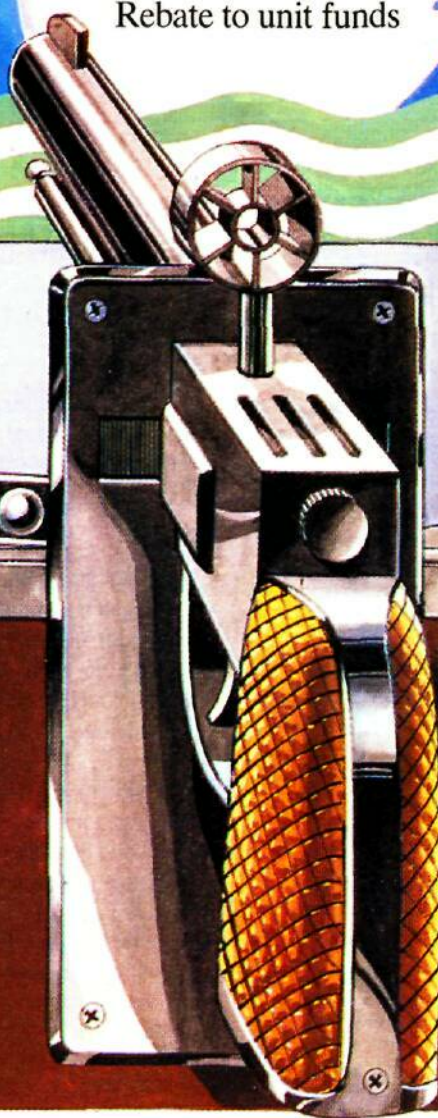
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VAT	10.8
To Business Reserves	14.8
To Customers	2.8
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Naafi

* Based on the Naafi Report and Accounts for the year ended 28 April 1990. Copies may be obtained on application to The Secretary, Naafi, Imperial Court, Kennington Lane, London SE11 5QX.

Salon Culinaire 1990



Strategically hung mirrors allowed the audience to see just what was cooking during the "live" events. The mirrors, and the rest of the live theatre equipment, came courtesy of British Gas.

CORDON NAVY BLEU

INTEREST in food and cookery has never been greater. Chefs catering for every taste are as familiar as soap stars — the Roux brothers, Delia Smith, the "Fat Man" in the kitchen and Floyd.

The BBC has found its "Masterchef" after weeks of culinary one-upmanship by talented amateurs, while host Loyd Grossman's whacky descriptions of "butch" puddings and heavenly shellfish are imitated at the nation's dinner tables.

We all have to eat and most of us make some stab at cooking; the very universality of the subject explains the fascination of events like the Royal Navy's Salon Culinaire, a proving ground for cooks and stewards destined to go on to prestigious, international gastronomic festivals.

No-one who has cooked for guests could have failed to be impressed, for example, by the cook and serve event in which cooks and stewards working in partnership had to overcome the pressures of judges, audience and time limit to lift the set three-course menu above the ordinary by injecting skill and flair.

Winners were LCK Paul Selwood and Mrs. Justine Busby, representing HMS Raleigh. Among the guests sitting down to dine for this event was BBC South presenter Sally Taylor. The Salon, held at HMS Nelson coincided with her birthday and she was presented with a surprise cake, made by POCK Williamson of the Old Naval Academy, Portsmouth.

A special award was made to CK Carl Clark and STD George Crawford who represented HMS Nurton, a David among the

Goliaths of establishments and aircraft carriers putting up the opposition.

The MC thanked the ship's company of the Nurton for putting up with hard tack in the team's absence, while Mr. Roland Neal of McDougall Foods "magicked" up a prize.

The aim of the Salon is to nurture younger, inexperienced cooks and stewards and also to encourage more experienced personnel in culinary competition work. This year, for the first time, a prize for Leading Cook of the Year was awarded as well as Young Cook of the Year.

The former, sponsored by Pritchitt Foods, was won by LCK Brown (HMS Redpole). Assistant Cook Christopher Mead Goddard (HMS Heron) was presented with the Young Cook's award by Mr. Graham Young, Past Master of the Worshipful Company of Cooks.

The Prix d'Honneur went to PO Caterer Gary Hancock (RNCKS Aldershot) for his gold medal winning cold butchers joint. His award — equivalent to "best in show" — was presented by Lady Oswald, wife of the First Sea Lord, Admiral Sir Julian Oswald.

Gary was selected for the award by consensus of the judges, who were chaired by Mr. Ken Fraser, a former WO Cook in the Royal Navy, member of the England culinary team and of the faculty of Westminster College.

Thirty-one units were represented at the Salon, including HMS Tamar, which sent a team of seven plus manager. On an unhappy note, four of the Tamar team went on to visit Germany on leave after the competition and there were beaten up and robbed.

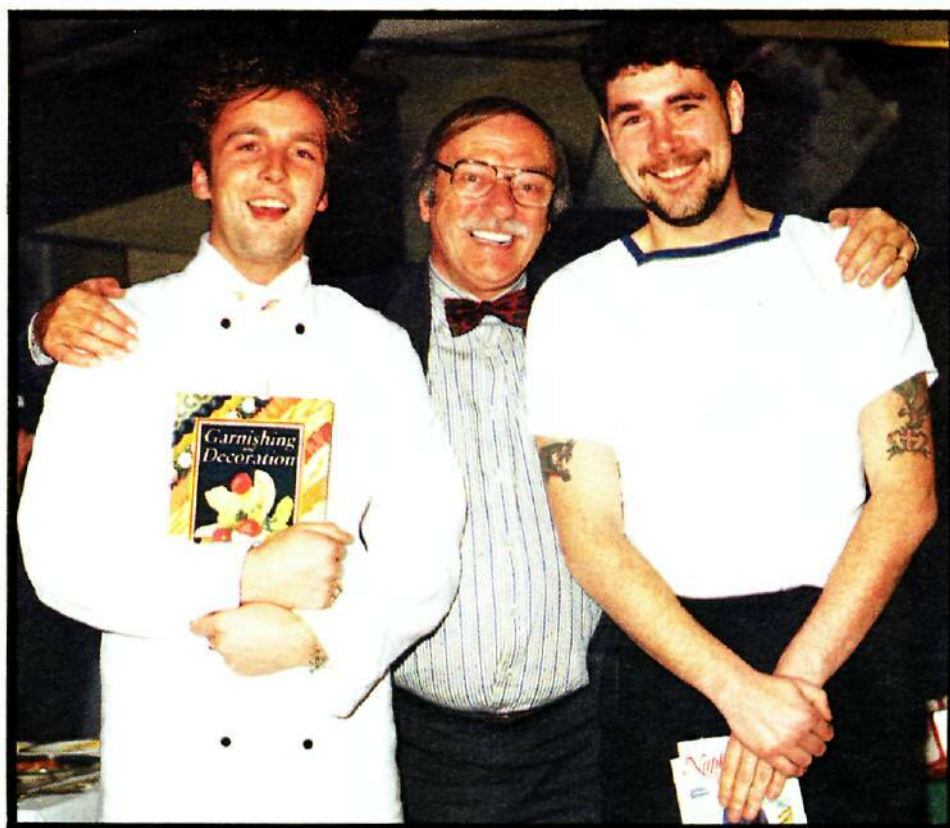
In all there were 211 class exhibits and 197 participating personnel, both Service and contract catering staff. Classes ranged from omelettes, hot sweets and pasta to game, cold sweets and open sandwiches. Works in fat and yeast, iced cakes and packed meals gave plenty of scope for artistic flair.

The Officer in Charge of the event was Lieut. Cdr. Mike Pearson, Command Catering Officer, who was assisted by WOCA Bernie Rutt. Classes included one just for fun for supply officers to demonstrate their own culinary skills and this was won by Cdr. Sandy Sullivan (HMS Dolphin), pancake-tosser extraordinaire.

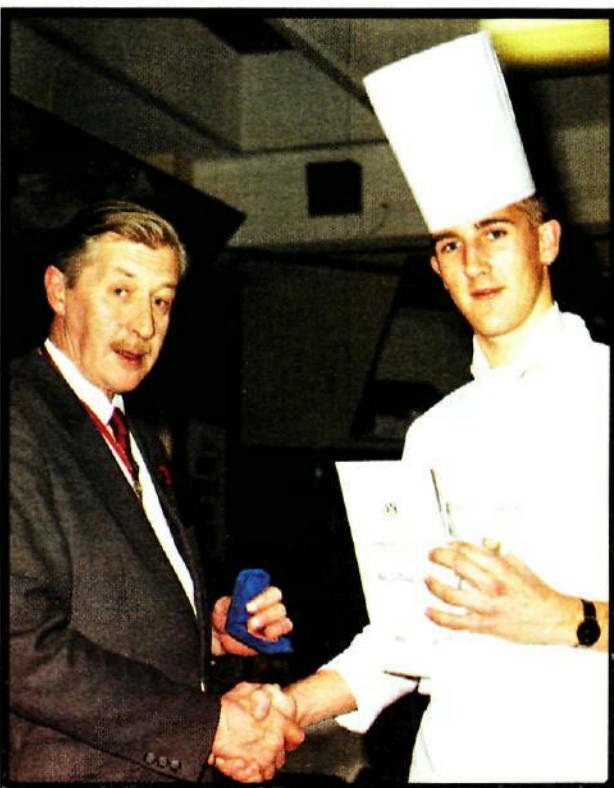
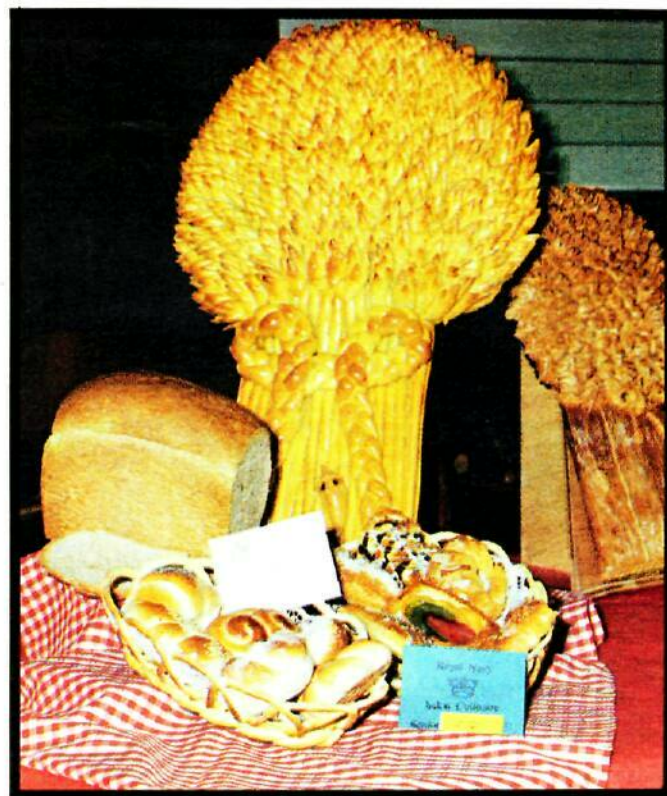
Left: Young Cook of the Year, ACK Christopher Mead Goddard, is congratulated by Mr. Graham Young, Past Master of the Worshipful Company of Cooks.

Right: Delicate as willow pattern china, this cake won POCK Nick Brown (HMS Neptune) the class for decorated celebration cakes (royal icing). It took two months to create but vanished in a trice when it later became centrepiece of a family birthday party.

Centre right: Bread made by LCK Yeung W.K. (HMS Tamar) rose to the occasion, securing him a first in the yeastwork section. While (pictured above) the swans and kingfishers sculpted in fat by HMS Sultan's LCK Bob Blakey also sailed away with top prize.



Above: CK Carl Clark and STD George Crawford receive a special award from Mr. Roland Neal (see main story).



Pictures: LA(Phot) Ade Breeze

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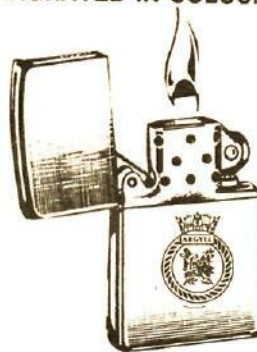
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At Your Service



Reunions

HMS Bristol (WO & CPOs Mess): It is intended to hold a Decommissioning Reunion for all ex-members of the Mess, to take place on board at Portsmouth at lunchtime, Sunday, June 23. Admission by ticket only. Numbers are limited and will be issued on first come-first served basis. Anyone wishing to attend should apply, by April 1, giving dates served as mess-member, to CRS Eric Holmwood or CPOMEA Bill Croly, WO & CPOs Mess, HMS Bristol, BFPO Ships.

HMS Ursula 1936-1949: The new HMS Ursula, now being built at Cammell Laird, Birkenhead, is due to launch at the end of Feb. If you are interested in attending the launch please contact P. Rouch, HMS Ursula, c/o Cammell Laird Shipbuilders, New Chester Road, Birkenhead, Merseyside L41 9BP.

HMS Duncan 1943-44: Anyone interested in attending a reunion please contact A Martin, 2 Smythe Road, Swindon Village, Cheltenham, Glos. GL51 9QU.

Green Beret Assn dinner-dance will take place on March 9 at the Churchill Club, RM School of Music, Deal, Kent. Tickets, £13, are available from Mr J W Beech, 99 Hereson Road, Ramsgate, Kent.

HMS Cleopatra Assn: The annual reunion will be held at Seely's Hotel, Clifton, Bristol on May 18. Details from Mr F E Daniel, 45 Glebe Rise, Kings Sutton, Ox17 3PH.

HMS Caledonia (1951): A reunion is being planned for Artificer Apprentices December 1951 Passing Out Class. Those not already in touch please contact Mr P. L. David, 12 Spinney Close, Emmer Green, Reading RG4 8TB.

War-time Ark Royal Assn: held its annual reunion at the Hospitality Inn, Portsmouth in Nov. The oldest member present was ex-Chief Stoker Jim Scullion who was 90 last year. It is intended that a special reunion be held next year to commemorate the 50th anniversary of the loss of the Ark Royal on Nov. 14 1941.

HMS Tilford: ex-crew of the anti-sub hunter are asked to contact Michael Goodall, The Jolly Sailor, 64 West Street, Farnham, Surrey GU9 7EH with view to a reunion.

HMS Renown Assn: A reunion will be held at the Royal Fleet Club, Devonport on Sept. 28. Further details from Frank Stevenson, 21 Elm Road, Mannamead, Plymouth PL4 7AX.

HMS Daring: After the successful visit to Argostoli the next reunion will be held at Whites Hotel, Jesmond, Newcastle upon Tyne on June 22. Anyone interested in attending contact Mr. K. Thompson, 91 Broomfield Avenue, Wallsend, NE28 9AE.

23rd Destroyer Flotilla will hold their third reunion in Portsmouth in June. SAE for details to Bill Swift, 37 New Road, Lovedean, Portsmouth PO8 9RU.

Fleet Air Arm Assn: A branch has been formed in Hitchin and any ex-FAA members in the Herts. and Beds. area who may like to join should contact Fred Burgess, 42 Beresford Road, St Albans, Herts AL1 5NP.

Royal Naval Patrol Service: A Scottish branch has been formed and meets on the last Saturday of each month at HMS Graham, 130 Whitefield Road, Govan, Glasgow G51 2SA.

HMS Liverpool Assn are to hold their eighth annual reunion in the POs' Mess, HMS Nelson, Portsmouth on June 8. Further information from John Waters, 2 Dewberry Road, Wordsley, Stourbridge, West Mids. DY8 5XJ.

HMS Gambia Assn: The fifth annual reunion will be held at the RMA Club, Royal Leamington Spa, on Sept. 21, followed by a march to the town's war memorial for a wreath laying ceremony on Sept. 22. Details from Les Newman, 3 Coppice Road, Whitnash, Leamington Spa, CV31 2JE.

Ground Radio: Ex-Ground Radio, Culdrose, may be interested to know they will be changing from "uniforms" to "civies" in April. To mark the event, a social gathering will be held at RN air station Culdrose on March 9. All serving and ex-serving members of the department who are interested should contact GRO at Culdrose, tel. 0326 574121, ext. 2524/7186.

Dover Castle: A reunion has been arranged for March 24 for Wren personnel who served in the Casemates at Dover Castle during the war. Tickets will be £16.50. Please contact Mrs. Fanny Huggill (nee Gore Brown), Broombriggs, 2 Crabtree Park, Fairford, Glos., G17 4LT, for an application form, enclosing a SAE.

Capital Ships Assn: At the October reunion it was decided that the association should cease to function. All enquiries should be addressed to C. J. Mercer, 35 Leasway, Grays, Essex, RM16 2HH.

HMS Pink: The second reunion of HMS Pink, a Flower class corvette, will be held in mid-April. Details from Tom Robertson, 18 Ibbstone Avenue, Bradwell Common, Milton Keynes MK13 8BD.

HMS Lakofey: The annual memorial service will be held on March 30, the 50th anniversary of commissioning. Details from Ron Howell, 10 Skipton Close, East Hunsbury, Northampton, NN4 0RB.

HMS Tattoo 1943-46: The fourth reunion will be held at Portsmouth on June 5 and 6. Details from Arthur (Joe) Rue, 30 East Drive, Blunsdon Abbey, Swindon SN2 4DP.

HMS Caledonia (1951): A reunion is planned for Artificer Apprentices December 1951 Passing Out Class. Those not already in touch please contact Mr. P. L. David, 12 Spinney Close, Emmer Green, Reading, RG4 8TB (Tel 0734-471444).

HMS Howe Assn: The next reunion will be held on Sat. April 27, at the Royal Sailors' Home Club, Queen Street, Portsmouth. All old "Howites" not already in contact please get in touch with Hon. Sec. Reg. Goldsmith, 28 Hamlyn Crescent, Totton, Southampton, SO4 3PA.

North Russia Club: 50th Anniversary of first Russian Convoy, Southern Reunion Dinner Dance will be held at Royal Sailors' Home Club, Queen Street, Portsmouth, on May 11. Cost £11 per head. Cheques (payable to North Russia Club), to Mervyn Williams, 87 Olive Road, Cuxford, Southampton, SO1 6FT.

Caterers Branch: The 2nd annual Caterers Reunion Dinner, organised by WO A. Gates, and held at HMS Raleigh on Nov. 16 was voted a great success by the many ex-serving officers and senior ratings who attended.

HMS Pearl (1935-1946): The crew association annual reunion will be held on May 11 at Padiham, Lancs. Details from Geoff Lancashire, 1 Rowsam Court, South Hill Avenue, Harrow-on-the-Hill, HA1 3NX.

TS Arethusa Old Boys Assn: At the annual reunion in Sept. it was agreed to form an old boys association. Further details and date of next reunion from Mr. C. Renwick, The Old Church, 160 Eardley Road, London SW16 5TG, or for serving personnel, Lieut. Cdr. J. P. Jacklin, Regulating School, HMS Nelson (Whale Island), Portsmouth.

Korean War Veterans: The third reunion will be held on April 20 at the RMA Club, Leamington Spa. Further information from Danny Fisher, (ex-HMS Thebes), 36, The Beeches, Salisbury, Wilts SP1 2JH.

Normandy Veterans Assn: Vice-Admiral Sir Alan Grose, Flag Officer Plymouth, was guest of honour at the annual dinner-dance of the South West branch, held in Torquay in Nov. Guests were piped in to dinner by Bill Millin who was Lord Lovat's personal piper at Pegasus Bridge on D-Day.

HMS Indefatigable: The second grand reunion will take place at the Cobden Hotel and the Nautical Club, Birmingham, on Saturday, March 30, 1991. Over 150 ships' company and squadron shipmates have already booked — more are welcome. Details from G. E. Purnell, 164b Green Lanes, Sutton Coldfield, West Midlands B73 5LT.

Calling Old Shipmates

HMS Quentin. Mr. A. Kirkham, 27 Ivy House Road, Ickenham, Uxbridge, Middlesex, UB10 8NF, would like to hear from any ex-ships' company, especially Sg. Lieut. C. T. A. James.

HMS Revenge (1939-42) HMS Arrow (1943-45): Ted (Buck) Taylor, ex-Signals would be pleased to hear from old shipmates. Contact E. C. Taylor, 59 Cressingham Grove, Sutton, Surrey, SM1 4EN (Tel 081-6432909).

S.S. Eumaeus (1941): This Blue Funnel Line ship was carrying naval drafts from Chatham and Devonport to the Far East when sunk off Freetown by Italian submarine "Comandante Cappellini" Jan. 14 1941. 15 naval ratings and 8 crew members died. As the 50th anniversary approaches, survivors are invited to contact Mr. G. F. Palmer, "Seaways", Harlyn Bay, Padstow, Cornwall, PL28 8SF.

HMS Kent (1938-41): Ex-Yeoman Ron Sunderland, "Coronella", Corbett Road, Kidderminster, DY11 5LW would like to hear from anyone who served on board during this time.

HMS Deptford (1942) Jim Haldane, PO Box 58, Galston 2159 New South Wales, Australia, would be pleased to hear from POKK Albert Ball, or news of him.

HMS Ambuscade (Second World War). Mr. Worby, 26 Woodgreen Road, Luton LU2 8BT, a gunner during Russian Convoys, would like to hear from any shipmates from those times.

HMS Western Isles (1944/45). Mrs. Veronica Adams (nee Wren Ronnie Whittington) 28 Kingsville Road, Higher Bebbington, Wirral, Merseyside L63 2QD (Tel 051-608 6648) would like to hear from anyone who served at Tobermory, with a view to a possible reunion.

HMS Neptune. LWRENRO Joy Penrose-Stuart (nee Exley), WRNS Quarters, HMS Neptune, Faslane, Helensburgh, Dunbartonshire, wishes to contact ex-POWRENS Jane Willerton, last serving 1986/87.

HMS St. George (1941). Mr. E. Yates, 31 School Road, Tettenhall Wood, Wolverhampton WV6 8EP, would like to hear from any ex-boys of 121 and 11 Class (1940), especially ex-boys Minnerheim, McKay, Holmes and Westwood.

HMS Constance (1949/51). Mr. Ernie Balderson, 43 The Old Place, Sleaford, Lincs. NG34 7HR is keen to hear from old shipmates, especially Ernie Roberts from the London area and Boy/AB Phillips from Sunderland.

HMS Sennen (1941-46) (ex US Coast Guard cutter) Mr. J. (Rattler) Morgan, 32 Austin Place, Preston, Lancs, would like to hear from old shipmates.

National Fleet Air Arm Association. The Association is intending to start new branches at Watford and at Gateshead. Any ex-Fleet Air Arm members who would be interested in joining either of these two branches are invited to contact: for Watford, Mr. A. Jacob, 52 Whitwell Road, Garston, Watford, Herts WD2 4FS; for Gateshead area, Mr. Nick Munro, 2 Priestly Gardens, Wardley, Tyne and Wear NE10 8ET.

HMCS Parrett. Mr. David Pass, 12 Orbit Close, Impton Lane, Walderlade, Chatham, Kent ME5 9NF, who served as LTO in this Canadian Frigate, Indian and Pacific Oceans 1944-45, would like to hear from any ex-ships company.

Q Ships. Mr. A. W. Bennetts, 35 Norm Street, Kenmore, Queensland 4069, Australia, who served as a signaller in HMS City of Durban, 1939-41, wishes to hear from any of the crew, especially Hocking, Lane, Neaves and Murrell and crew-members from any other Q Ship.

HMS Indefatigable (1943-46): Reg Perry, John Crossley and Gerry Purnell of 30 Mess (Air Repair Division) are attending Indefatigable Reunion (see Reunion column) and hope that Les Hannay, Fred Buckley, Stan Lenton, George Close, Nobby Hall, Pete Durrell and Ken Kirton, all ex-30 Mess will see them there.

Over to You

HMS St Vincent 1953/54: Following a successful reunion of Hawke 176 Class, news is sought of any of H176 Class instructors (in particular PO Jock Reid), and any members of their twin class at St Vincent, Duncan 178. Contact Tony Hermitage, 7a Eastgate Street, Winchester, SO23 8EB.

HMS Helder: The Essex Aviation Museum is now housed in the Martello Tower at Point Class near Brightlingsea believed to have been the site of HMS Helder in World War II. The Museum wishes to contact any ex-WRNS members who served there. Write to the Secretary, Miss S. Rand, 19 Coppins Road, Clacton-on-Sea, Essex, CO15 3HP.

HMS Wrangler: The 1943 destroyer's Honours Board, now in a South Wales garage, needs a more appropriate home. Bids to Mr D. F. Whelan, 15, Pendarvas Road, West Wimbledon, London SW20 8TS.

Flight-deck Vehicles: Author, Mr. Ross Watton, 58 Kinross Grove, Bournemouth, Dorset, BH10 7JL, is seeking information on flight-deck vehicles used on RN aircraft carriers from 1944-74.

Eng Cdr John Lewis Deacon. The Australian Navy's Directorate of Engineering is compiling a collection of photographs of all past Directors of Engineering (Navy) and is seeking one of Cdr Deacon, an RN officer on loan to the RAN who held that post in 1922/23. In his RN service he trained at RNC Greenwich, becoming an Eng Sub-Lieut in 1908, promoted Eng Lieut in 1910, Lieut-Cdr in 1921. After his RAN service he served in HMS Revenge (1923) and HMS Enterprise (1925-27). He spent his last years of service in Naval Intelligence retiring in Jan. 1933. If anyone can provide or knows of a photo of Cdr Deacon, please contact Lieut T. A. Clarey RAN, RNEC Manadon, Plymouth PL5 3AQ (Tel 0752-553740, ext 81431).

SS Belford and SS Lawley Tarn: Ex-Able Seaman P. J. Cooper, of 4 Coldray Close, Swallow Park, Gloucester, served as a gunner in 1943/44 on both these merchant ships. He would very much like to get in touch with old shipmates, in particular Jimmy Marr, Mr Hill and Mr Foster, from Belford and Mr Rigg from Lawley Tarn.

FIFTY YEARS ON

A look-back at the wartime operations of the Royal Navy, half a century ago this month.

MERCHANT shipping losses continued high, with 76 ships sunk — 320,000 tons — mostly in the Atlantic. Only two submarines sunk in return, both Italian.

In the Mediterranean the battleships and gunboats continued to support the Army's advance into Libya, but after a year in which the Royal Navy had been on top of the Italian Fleet, fortunes began to change with the arrival of the Luftwaffe and the Afrika Corps.

- Principal events included:
- 2: HM gunboats Ladybird, Aphis and Terror assist Army assault on Bardia.
 - 7: HM corvette Anemone sank Italian submarine Nani off the Faeroes.
 - 10: Operation Excess, a through convoy to Malta and Greece, in action off Malta. HM destroyer Gallant mined and towed in Malta, where she was later bombed and sunk. Italian torpedo boat Vega sunk by HMS Horeward. HMS Illustrious attacked by a squadron of Stukas and badly damaged, limped into Milton where she was bombed and hit again. Sailed for Alexandria after 13 days, thence to USA for extensive repairs.
 - 11: Operation Excess — HMS Southampton sunk by German bombers.
 - 14: Award of the George Cross to Sub-Lieutenants Miller and Taylor and to AB Tuck well announced for bomb and mine disposal.
 - 19: HMS Greyhound sank Italian submarine Neghelli in Med.
 - 20: HM gunboats Gnat, Ladybird and Terror bombed Tobruk.
 - 31: HMS Huntley sunk by Italian torpedo bombers off Sidi Barrani, Libya.

Taken from the Royal Navy Day by Day.

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Anglo-Canadian Scholarships

A SCHOLARSHIP scheme, together with a monument in London, are planned to honour the 900,000 Canadians who served with Britain during two World Wars.

Canadians served in the UK and overseas, sharing with British colleagues the hardships, sacrifices and casualties of a country under threat.

The Canada Memorial Foundation aims to commemorate them by working in both the UK and Canada, and the initial objective is to establish post-graduate scholarships for study in each country. Applications have already been put forward for two places in Canadian universities for 1991-92. Once established, the scheme hopes to offer a total of 10 awards — five each to Canadians and Britons.

The scholarships will normally be held for a year, and the Foreign and Commonwealth Office has undertaken to fund a significant proportion of the cost.

Commending the scheme to the naval and maritime community, the First Sea Lord (Admiral Sir Julian Oswald) said, "I hope that the memories of so much shared and achieved together, and especially between our two Navies during the Second World War, will inspire many to give this appeal their strongest possible support."

The other part of the scheme is the erection of a monument in the vicinity of Canada House, Trafalgar Square, in London.

The Foundation will be approaching many individuals and organisations in the coming months, but can be contacted direct at: The Canada Memorial Foundation, c/o Alberta House, 1 Mount Street, London, WC1Y 5AA (Tel: 071-491-3430).



A bite on the Ocean Wave

WHEN the Weymouth Air Scouts, affiliated to 702 Naval Air Squadron at Portland, were seeking an unusual 'eating-out' venue in which to serve a banquet, they alighted on the idea of the 'dummy-

deck', a floating pontoon a mile offshore, where Navy helicopter crews practice seaborne landings and take-offs.

The banquet was duly prepared and cooked in HMS Osprey's Wardroom Galley and served up to the distinguished

diners, who included the Mayor and Mayoress of Weymouth and Portland, Peter and Anne Rendell, and the Commanding Officer of 702 Squadron, Cdr. Bob Borrowes.

The Air Scouts were taking part in a national project 'Go for a Million', the winning prize for which is a trip to Korea.

Fishermen practise disaster

FISHING boat skippers and mates are taking advantage of a one-day course to watch air-sea rescue operations at RNAS Culdrose, Cornwall.

The course includes a lecture on the Sea King helicopter used by 771 Naval Air Squadron and operating methods; and a demonstration of lifting casualties from the water or a vessel's deck.

It is hoped that the course will help to forge bonds between the fishing industry and the rescue services. Knowing what to do in an emergency can be vitally important.

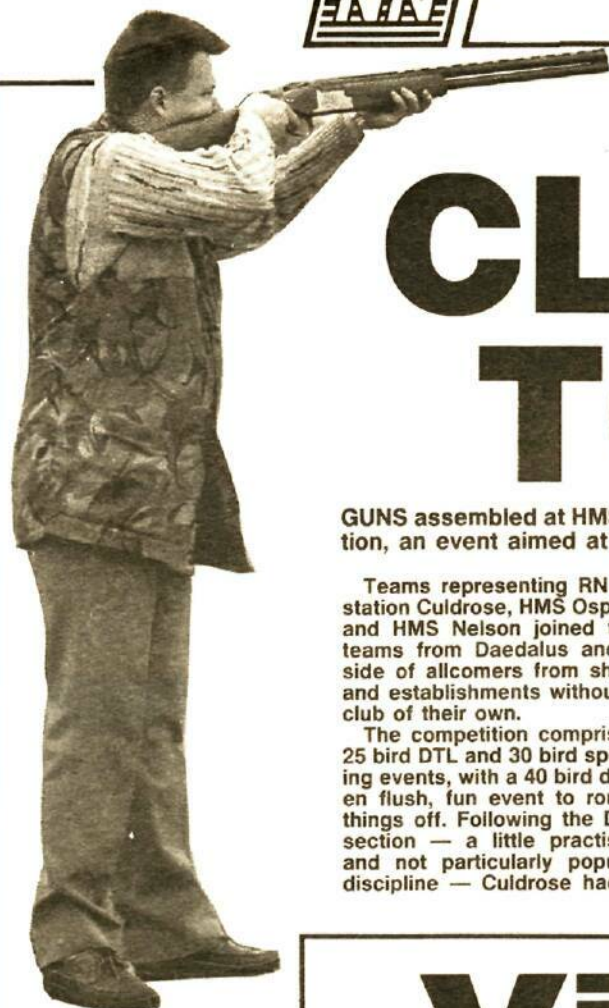
CLUB SWINGERS

OVER 60 'old boys' and serving PTIs got together at HMS Raleigh as part of the establishment's 50th anniversary celebrations.

Their varied programme of activities included witnessing the passing out parade and an afternoon's 9-hole golf competition, finishing off with a Saturday-night dance at the Raleigh Club for the serving and ex-serving PTIs, their wives and girlfriends.



Stuart makes it four in a row



Above: CPO Clive Jones shows the poise and style that helped HMS Daedalus A into third place.

CLAYING TO WIN

GUNS assembled at HMS Daedalus for the inaugural Eley Hawk Challenge Cup competition, an event aimed at promoting clay shooting within the Royal Navy.

Teams representing RN air station Cudrose, HMS Osprey and HMS Nelson joined two teams from Daedalus and a side of allcomers from ships and establishments without a club of their own.

The competition comprised 25 bird DTL and 30 bird sporting events, with a 40 bird driven flush, fun event to round things off. Following the DTL section — a little practised and not particularly popular discipline — Cudrose had a

comfortable lead.

Most competitors felt more at home with the sporting clays and the kill-rate increased dramatically. While the final scores were being tallied the guns got stuck into the driven flush. This was undoubtedly the most popular event of the day and some very good scores were returned.

Results: Eley Hawk Challenge Cup (overall championships) — RNAS Cudrose; Gun-

mark Trophy (sporting champions) — RNAS Cudrose; Beretta Trophy (overall high gun) — Mr Bob Truscott (Cudrose); Beretta Wallets (driven flush winners) — HMS Osprey.

It was a thoroughly enjoyable day for all who took part and competition organisers are indebted to Mr Martin Townsend of Eley Hawk Ltd and Mr Robert Frampton of Gunmark for sponsoring the trophies.

THE 1990 Inter Command Senior and Under 25 Squash Championships were held at HMS Drake and RNH Stonehouse, with six teams and three teams respectively contesting.

The senior event was split into two leagues: Fleet beat Portsmouth (3-2) and Scotland (5-0) in one, while the Royal Marines overcame stiff opposi-

tion from Naval Air Command and Plymouth in the other.

In the play-offs Plymouth beat Scotland and NAC beat Portsmouth. The competition final saw the strong Fleet side — neatly attired in their Lamb's Navy Rum shirts — beat the Marines 4-1.



WOPT John Hall, now based at HMS Tamar, was runner-up in the Inter-Services Squash Championships held at HMS Temeraire, and the only Royal Navy prize-winner.

Squash

CPO Stuart Walters (Vanguard) lost to Lieut. Stuart James RM, while Lieut. Ian Lockwood (Exeter), Sub Lieut. Robin Young (Ark Royal) MEM Rick Edmunds (Charybdis) and WOPT Tim Webb (CINCFLFET) beat Sgt. Ken Pearson, Mne. Brian Allan and Cpl. Richardson (CTC Lympstone) and Lieut. Mike Farrage RN (RM Poole).

The chairman of the Royal Navy Squash Rackets Association, Capt. Burton Toft presented the trophies.

The three teams taking part in the Under 25s event represented Portsmouth, Fleet and Royal Marines. Portsmouth won.

□ □ □

Next came the Individual Squash Championships at HMS Temeraire. Three times champion Lieut. Stuart James RM (Royal Arthur) returned to defend his title, while 16 times champion Cdr. Robin Bawtree attempted to win the veterans' crown for the first time.

Most of the established Navy players made it to the quarter finals. Ian Lockwood just beat CPO Nick Dymond (Collingwood) 10-9 in the fifth. Two under 25s, WTR Jason Youdale (Renown) and Mne. Brian Allan reached the semis.

These saw Stuart James beat Robin Young and Brian Allan beat Jason Youdale.

Brian tried hard in the final but Stuart always remained in control and won his fourth consecutive senior title. But there was consolation for the loser in the under 25s, in which Brian again beat Jason Youdale.

The Under 25s was a good competition; both AEM Craig Robinson (Osprey) and MEM Andy Hatch (Defiance) played very well. And in the veterans ex-CPO Frank Smith beat Robin Bawtree in a very entertaining final.

The Classic Plate competition was won by Stuart Walters, who beat Tim Webb 3-1. The Plate competition went to LPT Ian Binks (Dryad) who beat Joe Kearney (Neptune).

Ex-LCpl. Mike Benson beat last year's vintage champion, retired lieutenant Arnold Reid in the vintage event.

RUNNERS-UP ON MONS RANGE

LWREN Caroline Briggs was one of only two women taking part in the SACEUR Shooting Trophy 1990, which was held at Mons Range in Belgium.

She was one of two Royal Navy representatives in the British team, the other being LWTR R. Ralston. The team came a close second to the Belgian squad, the shoot being closely contested in both rifle and pistol events.

With the team now firmly established, its members are looking forward to invitations to take part in other competitions.

A HAT trick of Westward League cross-country titles is now practically guaranteed for the Royal Navy Athletic club after winning the fourth league race in a row, writes Lieut.-Cdr. Bob Chapman.

Exeter was the venue and Bideford, who pushed RNAC so close last season, provided tough opposition. But such is our club's current strength and motivation that we won comfortably (by 22 points) even without some of our regular runners. The B team again ran very well to finish fifth.

RNAC now leads the league by 227 points and although it is mathematically possible for other clubs to catch us we need



Cross-Country

only to turn up and run poorly by our standards at the remaining races to retain our title. What's more, the B team is clearly holding fourth position.

Leading RNAC runners at Exeter: 3, Sub-Lieut. Steve Gough (Yeovilton); 4, LCpl. Nigel Burke (Cdo Log); 5, Mid Andy Simpson (RNEC); 16, Lieut.-Cdr. Bob Chapman (Drake); 19, PO Mick Cave (FONA); 21, Mr Sid Keast (RNR); 25, CPO Mal Walker (Stonehouse); 38, PO Les Harper (Defiance); 44, Pte Phil

Thompson (Cdo Log); 46, CPO Bill Davison (Cleopatra). 225 ran.

Leading teams: RNAC 1,458

points; Bideford 1,436; Newquay/Par 1,354; Plymouth 1,353; RNAC B 1,331. (48 teams).

Leading teams after four races: RNAC 5,873; Bideford 5,646; Plymouth 5,569; RNAC B 5,459; Newquay/Par 5,372.

The remaining races will be held in February and March.

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Victory upon victory; the team's Devon-based runners next went on to trounce all opposition and win the Devon

County Cross-Country Championships for the first time since 1939.

LCpl. Dave Neal (Cdo Log) became county champion and the scoring members of the team were all home in 16, becoming county team champions by a huge margin (RNAC 47 points 1st; Exeter 120 points 2nd).

In the space of two months, therefore, RNAC have effectively achieved a league and cup double, something unparalleled in the club's history.

Individual RNAC runners at Devon: 1, LCpl. Neal; 6, Sgt. Terry Pares (42 Cdo); 7, Sub-Lieut. Steve Gough (Yeovilton); 8, Mid Andy Simpson (RNEC); 9, LCpl. Nigel Burke (Cdo Log); 16, Lieut.-Cdr. Bob Chapman (Drake). 160 ran.

We'll drink to that!



COMMODORE Chris Hebron of HMS Nelson presented engraved glassware to the establishment's sports personalities of 1990.

Those selected were chosen not only for their own sporting prowess, but in recognition

of the time they had given up in promoting sport and encouraging others to participate.

Winners were CPO Bob Smith (Hockey and North Corner sports rep), LWREN Claire Broadly (hockey and netball) and LCK Terry Morgan (an angler who has represented England on several occasions).

Picture: Lieut.-Cdr. Nigel Huxtable

EDWARDS RETURNS TO BOLSTER NAVY SQUAD

COMMONWEALTH Games bronze medalist, middleweight Mne. Mark Edwards (40 Cdo.) returned to HMS Nelson last month for full time squad training in preparation for the 1991 ABA trail.

He took a nine-month lay-off after an exhausting England international schedule in which he boxed in the Canada Cup, the World and European Championships, and finally the Commonwealth Games.

Boxing

The presence of a world-class amateur in the Navy gym will no doubt please Navy coach POPT Tony Bevel. While Edwards has been adjusting himself to the rigours of squad training, the other members of the team have been boxing in Gateshead and Coventry.

The Navy's other England representative, Mne. Rob Wileman, clinched an important unanimous points win over fellow England rep. Mark Legg.

Another Marine, welterweight Trevor French (42 Cdo) in his first Navy vest, has also been making himself known against two class opponents. He beat Paul Scott in Gateshead (points unanimous) in a contest that was the bout of the evening.

From the first bell, French set out to power his opponent out with work rate and vicious switches of attack. After being put down in the second he got straight back to work, doubling his previous pace to outgun and exhaust Scott.

In Coventry, French's first real test came against John Scanlon a previous NABC and junior ABA finalist. Scanlon kept up with French's

amazing work rate in a bout which had a lot of the partisan crowd shouting for the Marine.

Never overawed by Scanlon's reputation, French took the first two rounds. Scanlon rallied to take the third. In his first year in the Royal Marines, French shows great promise.

Featherweight Mne. Vince Manley (42 Cdo) also in his first Navy vest in Gateshead, demolished Peter Brown with crushing body shots and switches, forcing two standing counts before the referee intervened in Round 1.

In Coventry came the more experienced Paul Brumant, whose southpaw style presented Manley with a few problems. Manley's work rate pulled him through with a majority victory.

Another Marine, light middleweight Steve Goodwin (RM Eastney) showed promise in his first contest of the season with a unanimous points victory over Mark McLaughlin, whose attacks were always broken down by Goodwin's sharp and varied combination punching.

Also on the bill at Coventry was middleweight AEA John Day (Daedalus) in his first season and MEA Mick Hughes (Sultan). Day's aggression almost paid off against Khan who countered well with both hands to beat the sailor unanimously.

Hughes at welterweight came up against Mulholland whose raw attacks were always too much for Hughes to handle. He covered and countered well at times and caught the powerful Midlander on occasions Mick shows much promise



Pooling their talents are Navy divers WO Bob Hope (FOP), WREN Vicky Bradford (FPU), WRENWTR Karen Rawlins (Centurion), POWEM Stuart Jefferson (Southampton) and Sub-Lieut. Tessa Bates (Cochrane).
Picture: Lieut.-Cdr. Nigel Huxtable

RN(W) DIVERS FIRST AGAIN

AT HMS Temeraire the Royal Navy diving team hosted what it hopes will become an annual event of springboard and highboard diving against the Civil Service, which boasts among its ranks Olympians and divers of national standard.

The competition included events for men and women on both 3m springboard and 5m highboard. Although the RN divers did not take the major individual titles they were able to gain runners-up position on both boards. WOPT Bob Hope (FOP) gained second place overall in the mens competition and WRENWTR Karen Rawlins (Centurion) was runner-up in the ladies.

WRENWTR Vicky Bradford came third overall and Sub-Lieut. Tessa Bates finished fourth. That gave the RN Women first place overall, a repeat of their fine win earlier in 1990 when they retained the Inter-Service Diving Championship, beating the Army and RAF convincingly.

The mens event was won by the Civil Service, although scoring of dives was close throughout. The RN mens team was depleted by Granby. However, both Hope and POWEM Jeff Jefferson (Southampton) gave fine performances.

The team was coached by Lieut.-Cdr. Sandy Pearce (Seahawk), who also refereed the competition. HMS Temeraire proved itself a perfect venue for the event.

Anyone interested in either diving or officiating in the sport should contact WO Hope, care of SRO HMS Nelson (ext. 24150).

Task Unit teams shine in Dubai 7s

TWO teams from HMS Brazen and two teams from the MCM Task Unit (HM ships Herald, Cattistock, Hurworth and Atherton) represented the Royal Navy at the Dubai International Rugby 7s tournament.

This took place over two days, with 12 international teams competing for the Emirates International Trophy and some 40 teams from the Gulf competing for the four remaining trophies.

After two long days in the sun playing on hard-packed sand, the two MCM Task Unit teams reached the finals of their respective competitions. Spirited performances and tremendous support from much of the 20,000 crowd saw one of the teams win a final and the second finish runner-up in the other final.

EXPERIENCE PROVES DECIDING FACTOR

HMS DRAKE, HMS Defiance and the Second Submarine Squadron combined under the title HM Naval Base Devonport met HMS Sultan in the final of the Navy Rugby Knockout Cup at Burnaby Road, writes *Lieut.-Cdr. John Clark*.

Devonport, with a side containing only three junior rates, fielded a very experienced team of which at least four were aged 38 or over and four capped Navy players.

This experience proved to be the deciding factor in a game which started with the hesitation and nervousness that often depends on sides striving to play well and avoid making mistakes in an important match.

NN Rugby

On a dry pitch, in warm, sunny conditions just made for a handling game, both sides opened with a period of frenetic play. The packs cancelled each other out and provided little ball for their backs.

Devonport, playing into a low wintery sun, had the best of territorial advantage in the first 15 minutes and it was they who opened the scoring with a penalty by PO Greenland which was matched by LMEA Cripps for Sultan.

Devonport concluded a somewhat scrappy first half with a second penalty to take a 6-3 lead at the turnround.

As the second half progressed both sides continued to err but Devonport proved the better at recovering from errors and claiming 50/50 ball as their own.

It was Sultan's commitment to the tackle and Devonport's tendency to take the wrong option in the backs that restricted most of the scoring in the second half to an exchange of penalties which took Devonport into the final few minutes with a 12-9 lead.

Seven minutes before the end, Devonport forward pressure finally told when they disrupted a Sultan scrum and their scrum-half Sub Lieut. Meadows, one of Devonport's 38-year-olds, pounced on a mishandled feed from the scrum for the only try of the match to secure a 16-9 win for his team.

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St Austell was the setting for the opening game of the RN Senior XV 1990/91 season, the match against Cornwall.

Playing in their final match before the opening round of the County Championship, Cornwall fielded a well-drilled side featuring a big, heavy pack and



Above: Lineout action from the Navy Knockout Cup final in which HMS Sultan met Devonport Naval Base.

a fast back division.

The Navy, having lost three of their squad to injuries received the previous Saturday, produced a side of some new faces liberally strengthened by seasoned players.

On a crisp night, dampened by the odd shower, Cornwall were quick to use their size and weight advantage to win good lineout and set-piece ball.

The Navy, playing the type of rugby advocated by Cdr. Leigh Merrick, the new Navy selector, and CPOPT Brian Powell, the RN, Hampshire and Havant RFC coach, pressured Cornwall continuously. The Navy pack, although lacking in inches, worked well together, spoiling and stealing opposition ball and frustrating Cornish attempts to mount a sustained attack on the Navy line.

As the game progressed the RN side gained cohesion and confidence and, to the delight of the strong naval presence in the crowd, began to dominate.

The Navy scrum, always solid, began to disrupt their opponents; lineout ball lost to the Cornish was wrestled back into Navy hands and 50/50 ball suddenly became 60/40 in the Navy's favour.

Such efforts were rewarded halfway through the first half when a well-placed kick into space on the Cornish line was chased down by Lieut. Chris Alcock (RFA Tidespring) for a try.

This was followed swiftly by a good steal and a drive by Sgt Mick Reece (RNR London), which lead to a try by POPT Ian Russell (Raleigh). Cornwall's only reply was a penalty shortly before halftime following a rare flash of naval indiscipline.

With the confidence of two good tries behind them and with Cornwall seemingly having no answer to the blue-shirted style of committed rugby, the Navy went on to score a drop goal and a further try, to which Cornwall replied with a penalty, to run out winners by 21 points to 6.

As a first match of the season this was an impressive performance and bodes well for the post-Christmas series of matches, which starts with Surrey (Esher January 16) and Cambridge University (Burnaby Road January 30) and leads up to the Navy/Army game at Twickenham on March 23.

Unbeaten record lost at Ewell

THE NAVY began in determined mood against the Universities Athletic Union, with LMEM Andy Hume, PO Arnie Ormston and AB Kevin O'Donnell putting Gary Pearson under pressure in the UAU goal, writes *Lieut.-Cdr. Jim Danks*.

In the 24th minute Mark Edwards forced LSA Jimmy

NN Soccer

Mullen into a fine, full length save, and almost immediately POWEM(R) Steven Johnson headed the Navy into the lead from a well-taken free kick by PO George Fitzgerald.

In the 65th minute CPO George Barclay split the defence with a fine through ball to Arnie Ormston, who drew the goalkeeper before slotting the ball home to make it 2-0. Result RN 2 UAU 1.

The RN side were without their Combined Services players when they travelled to Ewell to meet the Amateur Football Alliance. After a goalless first half in which the defences generally dominated the forwards, the AFA took the lead in the 57th minute.

The Navy forwards failed to break down a resolute defence and lost their unbeaten start to the season; a disappointing performance by the Navy after a fine display the previous week. Result: AFA 1 RN 0.

Burnaby Road was the venue for the RN v English Fire Service game.

MARCHANT EXCELS

ROYAL Navy riders featured very well in the Combined Services Cycling Association's Best All Rounder competition.

The Short Distance BAR is a competition based on the two fastest rides at 10 miles and 25 miles during the complete season. Winner and Inter-Services champion was CPO Mike Marchant (Sultan) with average miles per hour of 26.913.

His Sultan colleague, PO Craig Phillips (Av. mph 26.108) was second. Next Navy man was CPO Martin Ellis (DNR), who finished 18th with an average mph of 22.614.

The Veterans BAR for riders over 35 again took place over a year and was based on the fastest rides of 25, 50 and 100 miles.

Winner and Inter-Services veteran champion was Martin Ellis, who finished plus 26 minutes 38 seconds.

MARINES STAMP AUTHORITY ON INTER COMMAND

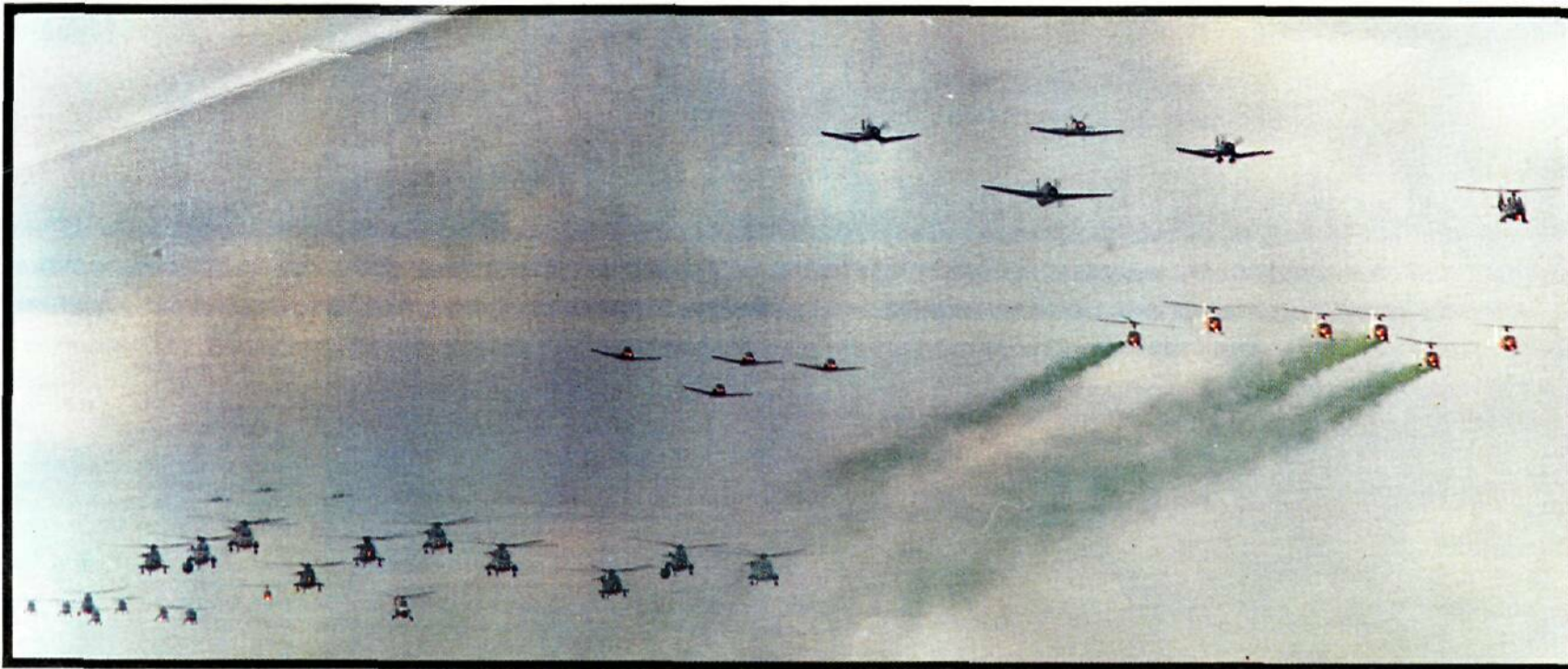
IN AN entertaining game which was not as one sided as the score suggests, the Royal Marines regained the Under 21 Trophy when they defeated the Fleet side by 7-1. Teignmouth scored after 4 minutes and further goals were added by Marines Mammatt (2), Weekes and a second by Teignmouth to make the half time score 5-0.

Positive play at the start of the second half by the Fleet team was rewarded with O'Brien reducing the arrears in the 50th minute. But the Royals responded to this with two further goals by Aston to make it 7-1 after Mammatt had missed the chance of a hat trick by blasting a penalty over the bar.

Preliminary Round results: Portsmouth 1, Fleet 2; Naval Air Command 0, Royal Marines 3; Scotland 6, Portsmouth 4; Scotland 0, Fleet 3.

Credit must go to the players from the Fleet teams who reached the final of the Under 21 and Senior Inter Command Finals this season.

After a 1-1 draw at Weymouth in the 2nd round FA County Youth Cup, the Navy Youth team defeated Dorset 3-2 at Burnaby Road with two goals in the last five minutes, courtesy of RO Dominic McTear and MEA App Steve Leiper. McTear had also put one away earlier.



Taranto fly-past

AS noted last month, a fly past by the Fleet Air Arm of 90 aircraft and helicopters at HMS Osprey, Portland, marked the 50th anniversary of the attack on the Italian fleet at Taranto.

The attack, made by 21 Fairey Swordfish biplane torpedo bombers, was launched from the aircraft carrier HMS Illustrious and effectively kept the Italian fleet limited to a defensive role for the remainder of the Second World War.

HMS Osprey also hosted a dinner to mark the anniversary at which the First Sea Lord, Admiral Sir Julian Oswald was guest of honour.

Picture: LA(Phot) Colin Burden.

RESTIVE SEASON

New Year period included HM ships London, Cardiff, Brazen, Gloucester, Herald, Atherstone, Hurworth and Cattistock, and RFAs Diligence, Argus, Resource, Olna, Fort Grange, Orangeleaf, Sir Galahad and Sir Tristram.

Meanwhile 845 and 848 Squadrons from RN air station Yeovilton, equipped with commando Sea King helicopters, are heading for the Gulf, to join 846 Squadron, already operating there.

848 Squadron was reformed as part of Gulf contingency measures and commissioned in December, with aircraft and manpower drawn from units already based at Yeovilton.

The squadrons, each comprising six Sea King Mark 4 helicopters and 150 personnel, will be based ashore in support of the British Army's First Armoured Division. The aircraft are being transported in the Atlantic Conveyor, with the squadron personnel flying out to the area early in January.

Two Sea King Mark 5 anti-submarine helicopters of 826 Squadron (D Flight), based at RN air station Culdrose and which had been operating in the Gulf from RFA Olna, have now transferred, complete with their crews and support equipment, to the Dutch tanker HNLMS Zuiderkruis, to continue their support of the Task Force.

Goon show

There have been a number of VIP visitors to Gulf ships — not to mention ex-Goon and soldier Sir Harry Secombe who dropped in on HMS Cardiff to provide a little fun in the sun.

As he stepped from his Lynx he was welcomed with a banner proclaiming, "You don't have to be a Goon to work here but it helps. Know what I mean, Harry?"

In the Commons in December Defence Secretary Mr. Tom King said: "I want the House to know how much I appreciate the British public's response to my appeal for support for our Servicemen and women in the Gulf and in other areas at Christmas and New Year."

The total value of gifts was now well into seven figures and special aircraft would leave with parcels and stockings. Being sent too were 11,000 lbs of turkey, 96,000 mince pies, 16,000 Christmas puddings and — to show the Scots were not forgotten — more than a tonne of frozen haggis for Hogmanay.

● There's at least one satisfied customer in the Gulf. An AB serving in a minehunter who wrote to Navy News asking if we could print a swap draft later sent another note: "Please ignore that request — sorry for the inconvenience — but I like it out here really."

Last of the blue liners!

OFFICERS of the WRNS have changed to Royal Navy rank titles in another move of closer integration following last year's decision that women should serve at sea.

For the present WRNS officers will retain their distinctive blue rank markings, but it is hoped later to switch to gold braid.

Girls' new ranks may go on gold standard

The title change, dating from December 1, also affects officers of the WRNR and female officers of the Sea Cadet Corps and Combined Cadet Forces.

But there will be no change to the rank of the Director WRNS who will remain a Commandant for the time being. Neither will there be a change regarding the title of Queen Elizabeth the Queen Mother as Commandant in Chief WRNS or the Princess Royal as Chief Commandant.

When it was suggested to the Princess that a number of WRNS officers had been saddened by the change of title, she replied, "If you are going to be involved working alongside people doing the same job and you want to really feel you are part of the team — which is a very important aspect of it — I think it only makes sense to have the same rank title. But I accept that it is the passing of a bit of history."

With the changes have come the introduction of the rank of Midshipman WRNS for trainee officers at BRNC Dartmouth, for which there was no previous title. The suffix WRNS will also be used for the other new titles for women. The changes mean that Superintendent becomes Captain; Chief Officer — Commander; First

Officer — Lieutenant-Commander; Second Officer — Lieutenant; and Third Officer — Sub-Lieutenant.

Meanwhile, the carrier HMS Invincible has become the second RN warship to be joined by a group of WRNS personnel as full ship's company members. The 76 women now serving on board are involved in a wide range of duties, including aircraft maintenance, communications, secretarial, stores and accounting, and medical.

Another milestone was marked when the Princess Royal visited HMS Raleigh to take the salute at the first passing-out parade involving direct entry WRNS artificers. She chatted to many of the young apprentices, including 20 Wrens who are starting their long technical training.

LAST BOW FOR PHOEBE

THE 26-year-old Leander frigate HMS Phoebe, star of the 1970s BBC TV series Warship has paid off for the last time after an eventful year which included five weeks standing by off the coast of war-torn Liberia.

Clyde safety plan agreed

AGREEMENT has been reached between the Royal Navy and Clyde fishermen on a system of advance notification of planned submarine operating areas.

This follows the tragedy in November when the trawler Antares sank in the Firth of Clyde, with the loss of four lives, after it was believed her fishing gear had been snagged by an RN nuclear submarine.

Other safety measures include trials of an electronic device (or "bleeper") to alert a submerged submarine to the presence of a trawler's fishing gear. An RN submarine and minesweeper have been earmarked to conduct these trials, to be witnessed by fishermen's representatives.

There is also to be a common communications frequency to allow, whenever possible, submarines and fishing vessels operating in the same vicinity to resolve differences and pass respective operating intentions.

The Royal Navy was involved in the operation of raising the Antares to the surface, and three bodies were recovered. At the funeral of two of the men the wreaths included one from HMS Trenchant bearing the message "With deepest sympathy". There was another from the crew of the RMAS salvage vessel Salmoor which helped to raise the Antares.

Excused poll tax?

THE Government have now advised local authorities to remove personnel who have been posted to the Gulf or to other overseas locations from the community charge register, it was stated in the Commons in December.

"I am happy to say that the great majority of councils have complied with that advice. However, Gosport and Helston councils have refused to do so," said Armed Forces Minister Mr. Archie Hamilton.

A later Local Government announcement making some changes to the community charge from April, and concerning people whose homes are provided by their employer, could affect some members of the Service who own a property.

They would face either no charge or half the rate of the personal community charge on certain types of empty property, it was stated.

Birds' swan song

The Dartmouth Navigation Training Squadron, comprising HMS Peterel and HMS Sandpiper, has been de-commissioned and the two Bird class patrol vessels put up for sale.

In a final leave-taking ceremony, the two ships, led by four picket-boats, sailed from Dartmouth for the last time, played out by the Royal Marine Band of Britannia Royal Naval College.

One of the last duties of the Squadron had been to escort the Danish Merchant Navy Sail Training Ship Danmark on her first visit to the Dartmouth college.



Flights that favour the Brave

BRAVO for a couple of Brave flights! As the first RN ship to embark a Sea King as permanent ship's flight, HMS Brave proved that the Type 22/Sea King combination could be highly effective in towed array exercises.

She operated the Sea King — from 826 Squadron — for most of last year. Then, in the autumn the Brave's second flight formed, with a Lynx from 829 Squadron at Portland. Here Lynx, Sea King and ship operate together.